



COUNTY
OF
SAN DIEGO

EAST
OTAY MESA
BUSINESS PARK
SUBAREA 2

Plan Amendment

On June 12, 2002 the San Diego County Board of Supervisors adopted the East Otay Mesa Specific Plan Amendment (SPA 00-005) and General Plan Amendment (02-CE1).

The Specific Plan Amendment divided the Plan into two subareas. Property located in SubArea 2 remains governed by the East Otay Mesa Specific Plan and Site Planning and Design Guidelines approved in July 1994. The Specific Plan Amendment governs property located within SubArea 1. The subareas are shown on Figure A, Land Use Plan SubArea 2.

East Otay Mesa Specific Plan

*County of San Diego
July 1994*

Board of Supervisors

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The East Otay Mesa Specific Plan
was prepared under the direction of the
Department of Planning and Land Use.
Reviewed by the Planning Commission
On April 15, 1994
Approved by the Board of Supervisors
On July 27, 1994

CERTIFICATE OF ADOPTION

I hereby certify that this plan consisting of this text, exhibits, and appendices is Specific Plan SP 93-004 and that it was approved by the San Diego County Planning Commission.

Date: August 2, 1996 Bryan Woods

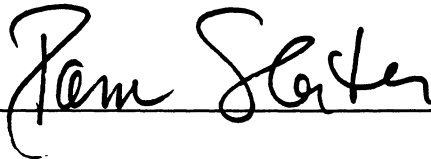
Bryan Woods, Chairman

Attest: 

Gary L. Pryor, Secretary

CERTIFICATE OF ADOPTION

I hereby certify that this plan consisting of this text, exhibits, and appendices, is Specific Plan SP 93-004 and that it was approved by the San Diego County Board of Supervisors on the 27th day of July, 1994.



Pam Slater, Chairwoman

Attest: Thomas J. Pastuszka

Thomas J. Pastuszka, Clerk of the Board

Table of Contents

Executive Summary

0.1	Introduction	1
0.2	Background, General Plan Relationship, and Process	1
0.3	East Otay Mesa Specific Plan Elements	5
0.4	Regulatory Provisions and Design Guidelines	12

Introduction

1.1	Overview of the East Otay Mesa Specific Plan	15
1.2	Planning Area Description	16
1.2.1	Location	16
1.2.2	Site Characteristics	16
1.2.3	History	17
1.2.4	Surrounding Land Uses	17
1.2.5	Ownership Patterns	18
1.2.6	Current Development Activity	19
1.3	Planning Process	19
1.3.1	Specific Plan Area Designation	19
1.3.2	Development of the Specific Plan	21

Plan Elements

2.1	Land Use Element	25
2.1.1	Mixed Industrial Land Use	26
2.1.2	Commercial Land Use	29
2.1.3	Residential Land Use	31
2.1.4	Interim Uses	31
2.2	Conservation and Open Space Element	32
2.3	Circulation Element	37
2.3.1	Existing Conditions	38
2.3.2	Regional Highways	39
2.3.3	Local Roads	42
2.3.4	Local Road Standards	45
2.3.5	Coordination with the City of San Diego	48
2.3.6	Alternative Modes of Transportation	49
2.3.7	Regional Transportation Management	53
2.3.8	Phasing Considerations and Traffic Monitoring	55
2.3.9	Other Regional Circulation Considerations	57

2.4	Urban Design Element	58
2.5	Public Facilities Element	66
2.5.1	Water	66
2.5.2	Wastewater Collection and Treatment	68
2.5.3	Reclaimed Water	71
2.5.4	Storm Water Drainage	73
2.5.5	Dry Utilities	75
2.5.6	Fire Protection and Emergency Medical	75
2.5.7	Law Enforcement	77
2.5.8	Child Care	77
2.5.9	Solid Waste	78
2.5.10	Hazardous Materials	79
2.6	Facility Phasing, Financing, and Implementation	80
2.6.1	Public Facility Phasing	81
2.6.2	Financing Strategy	90
2.6.3	Implementation	93

Regulatory Provisions

3.1	Development Review	97
3.1.1	Development Review Process	97
3.1.2	Development Regulations	97
3.1.3	Archaeological Clearances	101
3.1.4	Mitigation Monitoring Program	101
3.2	Land Use Regulations	101
3.2.1	Interim Uses	102
3.2.2	Mixed Industrial -S88/EOM-1	102
3.2.3	District Commercial -S88/EOM-2	105
3.2.4	Regional Commercial -S88/EOM-3	107
3.2.5	Rural Residential -S88/EOM-4	108
3.2.6	Sensitive Resources Area Regulations ("G" Designator) and Resource Conservation Plans	109
3.2.7	Community Design Review Area Regulations ("B" Designator) and Site Planning and Design Guidelines	110
3.3	Development Standards	110
3.3.1	Basic Development Standards	110
3.3.2	Setback Standards	110
3.3.3	Usable Open Space Standards	112
3.3.4	Enclosure Matrix	112
3.3.5	Lot Width and Depth Standards	113
3.3.6	Parking Standards	114
3.3.7	Special Requirements for Residential Development	115
3.3.8	Special Requirements for Regional Commercial Development	115

Appendices

1. Land Ownership Map and List
2. List of Parcels with Archaeological Testing Clearance
3. Glossary of Terms and Acronyms
4. Acknowledgments

List Of Figures

Executive Summary

0-1	Specific Plan Overview	2
0-2	East Otay Mesa Specific Plan	3

Introduction

1-3	Regional Location Map	16
1-4	Surrounding Land Use Map	18
1-5	Development Activity Map	20
1-6	Resource Constraints Map	22

Plan Elements

2-7	Land Use Plan	27
2-8	Conservation Plan	33
2-9	Open Space Plan	35
2-10	Existing Roadways	38
2-11	Interim SR-125/SR-905/Otay Mesa Road Interchange	40
2-12	Circulation Plan	43
2-13	Streetscape Plan	59
2-14	Loop Road Section	60
2-15	Loop Road Streetscape Plan	60
2-16	Otay Mesa Road, Airway Road, and North/South Major and Prime Arterial Roads - Section	61
2-17	Otay Mesa Road, Airway Road, and North/South Major and Prime Arterial Roads - Streetscape Plan	61
2-18	Industrial/Commercial Collector - Section	62
2-19	Industrial/Commercial Collector - Streetscape Plan	62
2-20	Industrial/Commercial Road - Section	63
2-21	Industrial/Commercial Road - Streetscape Plan	63
2-22	Transit Section	64
2-23	Water Facilities Plan	67
2-24	Wastewater Facilities Plan	69
2-25	Reclaimed Water Facilities Plan	72
2-26	Storm Water Drainage Plan	74
2-27	Off-Site Road Improvements	83
2-28	Phase One Improvement Plan	85
2-29	Phase Two Improvement Plan	86

2-30	Alternative Phase One Improvement Plan	87
2-31	Alternative Phase Two Improvement Plan	88

Regulatory Provisions

3-32	Zoning Map	99
3-33	Sensitive Resources Area, "G" Designator Map	100

List Of Tables

Plan Elements

2-1	Planned Land Use Tabulation	26
2-2	Recommended Key First Phase Improvements	90
2-3	Recommended Phasing Plan	91

Regulatory Provisions

3-4	Zoning Boxes	111
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Executive Summary

0.1 Introduction

The East Otay Mesa Specific Plan sets forth a comprehensive and far-sighted vision for the development of approximately 3,300 acres within the East Otay Mesa Specific Plan Area as a modern industrial and business center. Within the next 20 years, the combined City and County Otay Mesa area is anticipated to become an international industrial and business district, with over 6,700 acres of industrial and commercial planned land use. The Specific Plan Area will be served by freeway State Route (SR)-905 and tollway SR-125 in addition to an on-site network of arterials and local roads. This area has the added benefit of being bound by two natural land forms, the San Ysidro Mountains and Otay River Valley, which, through the Plan's conservation policies, will continue to add a special visual and environmental amenity to the area.

The Specific Plan sets the framework for future development, including policies, standards and guidelines that guide and facilitate private development over time. The Specific Plan further establishes an implementation program, including infrastructure and public facility plans, and a phasing and financing strategy.

Figure 0-1, Specific Plan Overview, provides an overview of the site context, and indicates the major Specific Plan proposals for land use and circulation in this area. A complete map of the Specific Plan is presented in Figure 0-2, East Otay Mesa Specific Plan.

0.2 Background, General Plan Relationship, and Process

Background

The East Otay Mesa Specific Plan Area is located in the southwestern portion of San Diego County immediately adjacent to the U.S./Mexican border. The Study Area, which is comprised of the Specific Plan Area within a larger County Service Area (CSA) 122, consists of a relatively flat mesa with a steep mountainous area on the eastern edge and a major river valley and tributary canyon to the north. Historically, the flatter portions of the Study Area have been used for agriculture. The steeper areas have never been developed.

The Specific Plan Area is at the southern edge of development in San Diego County. To the west is the 12,505 acre City of San Diego's Otay Mesa Community Plan Area, referred to herein as the West Otay Mesa Area, which includes 4,337 acres of planned industrial and commercial uses and 2,100 acres of planned residential uses. To the north are the Donovan State Correctional Facility and the George F. Bailey County Detention Facility. They border the Otay River Valley, which is being planned as a future regional park. Further north is a large undeveloped area, which was jointly planned by the City of Chula Vista and County of San Diego for a 23,299 acre "new town" known as Otay Ranch. Across the international border to the south are existing as well as planned industrial and residential uses in the City of Tijuana.

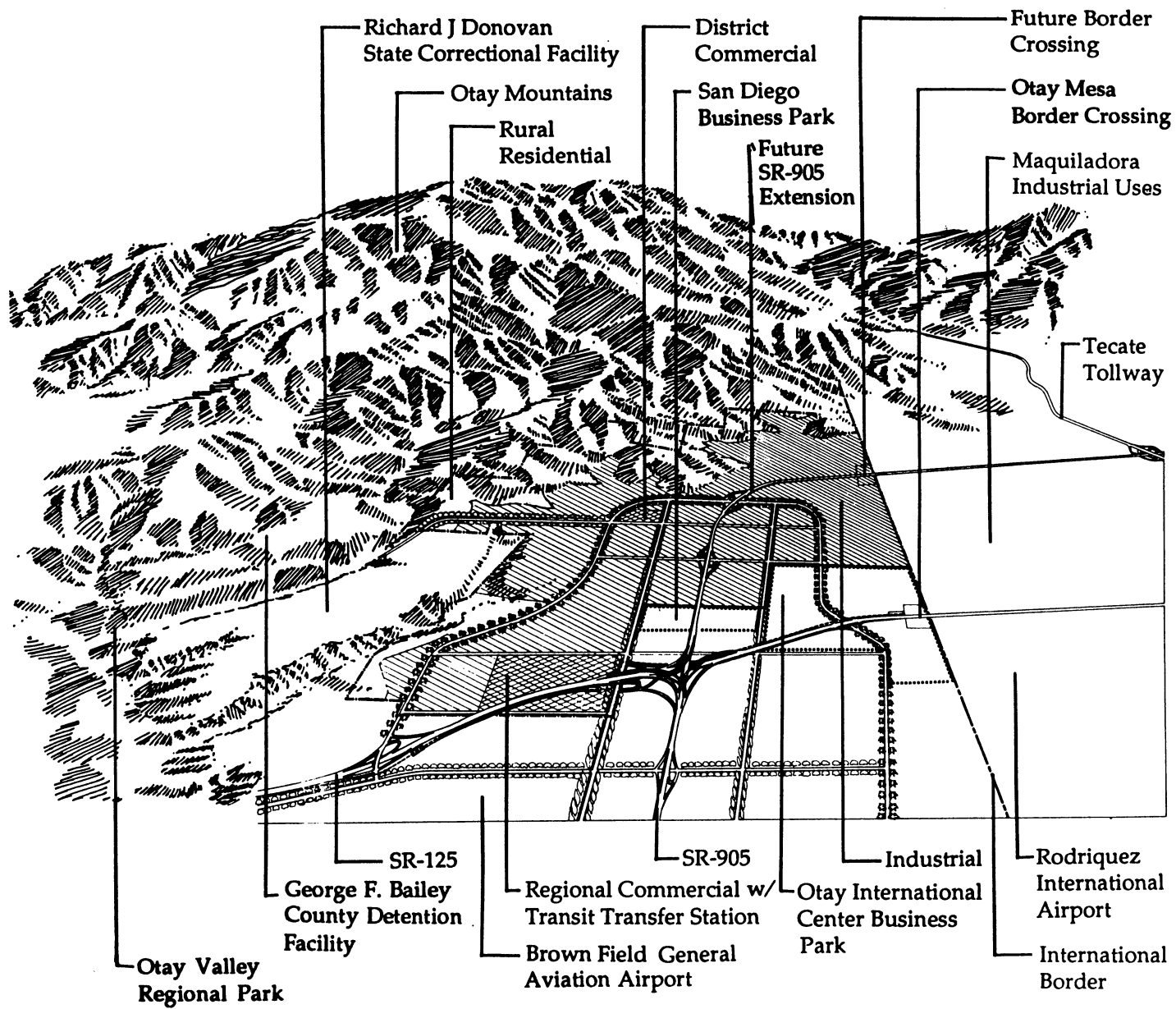


Figure 0-1, Specific Plan Overview

With the growth of the Mexican government's Maquiladora or Twin Plant Program in the early 1980's, there began to be a demand for industrial land in the United States near the border to accommodate distribution and warehousing of products manufactured in Mexico. (See glossary for description of the Maquiladora or Twin Plant Program). The opening of the Otay Mesa commercial border crossing or port of entry in the mid-1980's, along with improvements to Otay Mesa Road and interim SR-905 Freeway, enhanced the potential for distribution and warehouse industrial development opportunities. Since the mid-1980's, over 3 million square feet of industrial and commercial space has been built in the City's West Otay Mesa Area. It is anticipated that the demand for industrial land use, especially warehouse areas and distribution uses, will increase even more due to the passage of the North American Free Trade Agreement (NAFTA).

In recognition of this demand for industrial use, the County amended its General Plan in 1983 to designate the East Otay Mesa Area for general industrial uses in the flat terrain and low density residential uses in the canyon and hillside terrain as part of amendments made to the Otay Subregional Plan. In 1990, the Specific Plan Area land use designation for this area was approved to provide for a comprehensive planning framework for future conservation and development. The County proceeded to initiate the East Otay Mesa Specific Plan preparation process in April of 1991.

Relationship of the Specific Plan to the General Plan

The East Otay Mesa Specific Plan implements the policies of the County General Plan including the Otay Subregional Plan. It is a customized regulatory mechanism designed to bridge the broad guiding policies of the General Plan in order to

promote coordinated development of individual land parcels. The Specific Plan provides the framework to guide a myriad of decisions regarding land use, open space and conservation, circulation, infrastructure, community facilities, facility phasing and financing, and design.

Specific Plan Process

Development of the East Otay Mesa Specific Plan involved a multi-phase process with extensive property owner and public agency participation. The first phase involved extensive data collection on environmental, public facility, transportation, and economic factors. During the second phase alternative land use, circulation and infrastructure concepts were studied and evaluated. A consensus preferred plan and phasing strategy were agreed upon by County staff and property owners in December 1992.

Supporting the Specific Plan are the following technical reports on file with the County Department of Planning and Land Use:

- Industrial Market Study
- Environmental Resources and Constraints Study
- Circulation Element Technical Report
- Water, Sewer, and Reclamation Master Facilities Plan Technical Report
- Conceptual Infrastructure Improvement Plans and Cost Estimates of Backbone Infrastructure and Public Facilities

The following documents were adopted as part of the Specific Plan approval process:

- Environmental Impact Report
- Comprehensive Flood Control Master Plan
- Site Planning and Design Review Guidelines

0.3 *East Otay Mesa Specific Plan Elements*

Land Use

Industrial: East Otay Mesa Specific Plan has the potential to be the County's largest industrial and business district. It contains large parcels of level, relatively inexpensive land located near the international border crossing and its Maquiladora or Twin Plants, which make it highly suitable for large scale industrial development. A Market Study conducted in 1991 at the outset of the planning process concluded that, based on anticipated demand the entire East Otay Mesa industrially planned area could be built out and occupied in 20 years. The study also indicated that the majority of the demand for industrial uses is connected with growth in manufacturing in Mexico. The vast majority of the flatter land, approximately 70 percent of the Specific Plan Area, is planned for Mixed Industrial land use, see Figure 0-2.

Commercial: In order to create a comprehensive industrial and business district with appropriate services, commercial land uses are also planned. The planned commercial land uses are classified into three types: regional, district, and support commercial.

Residential: The biologically sensitive steep slopes of the eastern hillside area and the steep slope areas of the northern canyons are planned for very low intensity Rural Residential land use, see Figure 0-2.

Conservation and Open Space

Conservation: An Environmental Resources and Constraints Study prepared early in the planning process indicated the presence of highly sensitive resources in the Specific Plan Area. In addition, during the preparation of the EIR, potential vernal pool habitat was identified near the international border. These sensitive resources, are planned to be conserved or mitigated as part of the Conservation and Open Space Elements of the Specific Plan. The areas to be conserved include: (1) the eastern hillside area which has both steep slopes and coastal sage scrub, the habitat for the California gnatcatcher; (2) Johnson Canyon, which has steep slopes; (3) an area west of Johnson Canyon containing both coastal sage scrub and vernal pool habitats. In order to conserve these areas, the Specific Plan designates the above areas as Rural Residential, a low density use. The areas where mitigation of sensitive resources is proposed are planned for Mixed Industrial and Commercial land use, see Figure 0-2.

To insure appropriate mitigation, any proposed development, including clearing and grading, in the Rural Residential areas determined to have biological resources and/or steep slopes is subject to a "G" Designator and the Sensitive Resource Area Regulations of the Zoning Ordinance. The Specific Plan also requires that prior to approving any subdivision of land or other discretionary permit with a "G" Designator, a Resource Conservation Plan be prepared to identify appropriate mitigation strategies to be approved by the County and appropriate State and Federal wildlife agencies.

Development of land with steep slopes and/or sensitive biological resources must minimize encroachments. Encroachments on steep slopes (areas greater than 15% slope) and unique vegetation communities or habitats of rare or endangered

species of plants or animals shall be avoided. Impacts to sensitive resources in these areas will be mitigated at the discretionary review stage prior to approval of any discretionary permits.

Significant cultural resources (archaeological and historical sites) have been identified within the Specific Planning Area. The locations of these resources have not been identified on any maps to protect their integrity. Mitigation of impacts to significant cultural resource sites must be accomplished at the discretionary review level prior to approval of any permits.

Open Space: The protection of sensitive lands conserves open space values as well as provides recreation opportunities. Johnson Canyon, in particular, is located in the Focused Planning Area (FPA) of the Otay River Valley Regional Park. Proposed industrial or commercial projects in the Regional Park's FPA will be subjected to enhanced design review pursuant to the Community Design Review Regulations of the Zoning Code and as described in the Regulatory Section of the Specific Plan below. Moreover, property owners may be required to dedicate easements within the Specific Plan Area for the planned trails as part of the discretionary review process, consistent with the Recreation Element of the General Plan, in order to facilitate connections to the Regional Park.

Circulation

Proposed Regional Highway Facilities: Future regional highways are essential to support planned land uses in East Otay Mesa. Accordingly, County project staff and State of California Department of Transportation (Caltrans) have been involved in cooperatively planning future freeway and tollway facilities to promote optimum access to the East Otay Mesa Specific Plan Area. The key regional

highways that would link the Specific Plan Area to the rest of the region include: SR-125, SR-905, SR-54. The proposed SR-125 tollway and SR-905 freeway are critical to accommodating the future development of both the East Otay Mesa and West Otay Mesa (City) areas. Currently environmental studies are underway for SR-125 by Caltrans. Financing for the construction of these two freeways has not been fully realized. Property owners in City and County may have to participate with other benefiting jurisdictions in fair share financing of regional road improvements.

Proposed Local Road Facilities: The proposed Circulation Plan, consisting of Industrial/Commercial Roads, Industrial/Commercial Collectors, Major Roads, Prime Arterials and Freeways, provides the framework of roads to serve the anticipated development in East Otay Mesa. Figure 0-2, East Otay Mesa Specific Plan, indicates the recommended road system to accommodate the ultimate projected traffic volumes. Property owners in the East Otay Mesa will be responsible for financing all local roads except freeways and roads on the City/County border, where the cost will be shared with City property owners.

The main factors that determined the recommended street system include: the existing street alignments, the planned new regional routes, linkages with planned facilities in neighboring jurisdictions, physical constraints and planned land use. All facilities in the proposed circulation network are projected to operate consistent with the Public Facility Element standards. Otay Mesa Road between the SR-125 northbound and SR-905 eastbound ramps and Sanyo Drive is expected to serve heavy travel demand. Accordingly, additional turning and through lanes are proposed to address the higher level of travel demand.

Proposed Road and Parkway Standards: The Public Roads Standards of the County of San Diego Department of Public Works (DPW) establish detailed standards for all roadways, including right-of-way, local access, intersection spacing and alignment, driveway widths, and locations. These standards are also recommended for the Specific Plan Area. All roads in the Circulation Plan would also serve as truck routes. ***Coordination with the City of San Diego:*** There are several locations where the Circulation Element roads vary between the City and County jurisdictions. For example, in some cases the recommended number of lanes is different for the same facility on either side of the jurisdictional boundary. The County will continue to coordinate with the City of San Diego on resolving these differences. Initial contacts by project staff with the City staff have indicated that these differences can be resolved.

Alternative Modes of Transportation: In the near term, a regional public bus system is being planned by the San Diego Metropolitan Transit Development Board (MTDB) for the East Otay Mesa within the Specific Plan Area. Regional bus stops are planned to be located near the ramp terminals of planned freeways. In the long term, light rail transit is planned to serve East Otay Mesa from existing service in Chula Vista and San Ysidro to be operated by MTDB. This planned north-south line would operate adjacent to the SR-125 alignment, and the planned light rail east-west line from San Ysidro to Otay Mesa Border Crossing would operate adjacent to Otay Mesa Road. An intermodal transfer station is planned to be located in East Otay Mesa at the intersection of the two planned light rail lines near the ramp terminals of State Routes 125/905.

Commercial land use is planned adjacent to the

light rail transfer station to encourage and facilitate transit-oriented development. In addition, freeway ramps are designed to provide direct access for buses and private vehicles to the planned light rail transfer station to further promote intermodal access. MTDB has planned a conceptual local bus loop route to link the light rail/regional bus transfer facility to the planned industrial land uses in East Otay Mesa and the City's West Otay Mesa. No funding sources have been identified or committed for the planned regional bus, light rail lines, or the local bus loop service at this time.

Freight Rail Service: Development of freight rail service in the Specific Plan Area along Airway Road connecting with existing rail service near the San Ysidro Border Crossing is currently being studied. There are no adopted plans to implement such service. However, if a freight rail line along Airway Road proves feasible, the development of such service should be encouraged. It should be pointed out that implementation of a freight rail line would require additional right-of-way which may necessitate an amendment to the Specific Plan to define land reservation or dedication requirements. At this time, it is anticipated that future freight rail service in Otay Mesa would be developed independently of planned light rail transit service.

Bicycle Routes and Facilities and Pedestrian Circulation: The Circulation Element allows bicycles in mixed flow on all Circulation Element roads. In addition, it encourages MTDB to provide bike lockers at the planned light rail transfer station. Pedestrian circulation is encouraged by providing sidewalks and attractive streetscape for all planned roadways. Site planning to promote pedestrian circulation is also strongly encouraged between industrial and support commercial uses as well as

within the regional commercial area in conjunction with the light rail transfer station.

Regional Transportation Management: The Specific Plan recommends that the County continue to work with other agencies in the region to comply with the San Diego County Regional Growth Management Strategy, Congestion Management Program, and Air Quality Plan Transportation Control Measures. Future businesses within East Otay Mesa will be required to form, participate and finance the Transportation System Management (TSM) and Transportation Demand Management (TDM) programs in compliance with the Regional Transportation Demand Management Program and the Public Facility Element of the County's General Plan.

Transportation Monitoring Program: The Specific Plan proposes to establish a Traffic Monitoring Program to maintain acceptable Levels of Service on the road system. The Traffic Monitoring Program will identify the impacts of development until such time as the circulation network for East Otay Mesa is fully developed. This program will include bi-annual traffic counts on selected facilities to ascertain the amount of traffic generated by specific types of development in East Otay Mesa, allowing for determining the need to modify the circulation network.

Other Regional Circulation Considerations: There are several major projects in the region that could affect the Circulation Element for East Otay Mesa. The most significant project includes: a potential additional international border crossing in East Otay Mesa, east of the existing Otay Mesa International Border Crossing; and the possible extension of SR-905 freeway to serve the proposed future border crossing.

Urban Design

The area-wide design concept for East Otay Mesa is to create a high quality industrial and business district surrounded by the natural land forms of the San Ysidro Mountains and Otay River Valley. The uniqueness of the natural setting and the proposed special design elements of the Specific Plan can serve to create a distinctive and urban image for the future industrial and commercial development in East Otay Mesa.

A distinctive public streetscape design is a key design element in achieving a high quality urban design vision for East Otay Mesa. A Streetscape Plan has been formulated for each type of road, specifying a softscape median, street trees in the public parkway right-of-way, and 25- to 35-foot deep landscape setbacks adjacent to the parkway on private property to be improved by fronting property owners. A special paint color for street lights and a customized street blade sign design are also proposed.

The other important component in achieving the desired urban design vision is high quality site planning and building design for each private development. In order to achieve this objective, the industrial and commercial districts of East Otay Mesa Specific Plan Area are subject to Community Design Review Area Regulations and are given a "B" Designator pursuant the Zoning Ordinance. Customized Site Planning and Design Guidelines have been prepared in a separate document which are to serve as the basis for implementing the design review process by County staff and the proposed Community Design Review Board. The Specific Plan also encourages the provision of other amenities, such as public art, to further enhance the image and marketability of the Specific Plan Area.

Public Facilities

The Specific Plan proposes a comprehensive plan of infrastructure and public facilities to serve planned development. All of the facilities will be financed by the property owners except where otherwise stated.

Water: Otay Water District has indicated that there is sufficient existing and planned transmission capacity and water storage to accommodate all future development in East Otay Mesa.

Wastewater Collection and Treatment: In the short-term, the County has negotiated the acquisition of a 1.0 million gallon per day, (mgd) capacity of San Diego Metropolitan Sewage System (Metro) treatment capacity from National City. This capacity is currently being held by the Spring Valley Sanitation District. An East Otay Mesa Sanitation District will be formed to transfer this capacity to the Specific Plan Area from Spring Valley. This capacity is adequate to serve 500 gross acres of industrial/commercial development. Ultimately, East Otay Mesa would be served either by Metro or by an on-site treatment facility. At this time, connection to Metro is being proposed, and on-site wastewater treatment facility is considered as an alternative. However, the final determination of the ultimate treatment alternative will be based on cost, financing and the timing of available capacity.

Reclaimed Water: The projected demand for reclaimed water for this area would be provided from a future Otay Valley Treatment Plant as part of the Metro system; or alternatively from an on-site wastewater treatment facility. Otay Water District would be the responsible purveyor of reclaimed water.

Storm Water Drainage: In order to accommodate planned development and to ensure historical flow

rates are not exceeded at the City of San Diego jurisdiction limits and the United States/Mexico border, a comprehensive Flood Control Master Plan for the East Otay Mesa Specific Plan Area has been prepared. In the northern watershed region, storm water can drain to the Otay River Valley without detention. On-site storm water detention facilities are planned for the smaller sub-watershed regions that drain toward the City of San Diego. Regional detention facilities are also planned for the larger southern sub-watershed region that also drain to Mexico.

Dry Utilities: Electrical power and natural gas are provided by San Diego Gas and Electric Company. Telephone service is provided by Pacific Bell. Existing service connection points, which currently terminate at the western boundary of the Specific Plan Area, can be extended to serve planned development. No off-site capacity constraints are identified by service providers.

Fire Protection and Emergency Medical Services: The Rural Fire Protection District of San Diego County is the responsible agency providing these services in East Otay Mesa. Annexation of a westerly portion of the Specific Plan Area into the Fire Protection District is required. A proposed fire station may be located on a site which has been dedicated for that purpose at Alta and Otay Mesa Roads. Alternatively, consideration has been given to developing a joint operating agreement with the City of San Diego to provide fire protection and/or emergency medical service from a planned City fire station at Brown Field if feasible. A plan for providing fire protection facilities and services, including establishment of funding mechanisms, must be in place before any Final Maps are recorded.

Law Enforcement: The County Sheriff's Department currently provides law enforcement service

in East Otay Mesa. The Sheriff's Department has indicated a desire to locate a new sheriff's substation in East Otay Mesa prior to any significant level of development. Adequate space exists to accommodate the sheriff's substation on the fire station site at Alta and Otay Mesa Roads. Financing for law enforcement facilities and service are based on Countywide policies.

Child Care: Modern industrial and business parks are providing child care services as an amenity to attract and retain tenants. Data provided by the County Child Care Coordinator indicates that there may be a demand for child care services for up to 150 children in East Otay Mesa at full buildout, depending on the child care needs of the future daytime population in the area. In order to accommodate this demand, child care facilities are allowed to be located in the planned regional and district commercial areas. Locating a child care facility in the proximity of public transit services is highly encouraged.

Solid Waste: Solid waste will be collected by private operators under permit from the County. All businesses in East Otay Mesa would be required to abide by all applicable County ordinances requiring recycling of certain materials. The County is conducting environmental review of three candidate sites, one of which is in East Otay Mesa, for a future solid waste disposal facility to serve the South County area. In the event that none of the sites proves feasible, there may not be adequate capacity to support future development in the South County area.

Hazardous Materials: The County Department of Health Services regulates and inspects the storage and handling of hazardous materials. The Hazardous Incident Response Team (HIRT) will provide highly trained teams of hazardous materi-

als experts to serve future development in East Otay Mesa.

Facility Phasing, Financing, and Implementation

The Specific Plan proposes that public facilities in East Otay Mesa be phased non-geographically and financed through the equitable participation of all benefiting property owners.

Phasing: Based on extensive analysis, it is determined that the first phase of public facilities in East Otay Mesa support approximately 500 gross acres of future development. A key factor in this determination is the 1.0 million gallons per day (mgd) threshold of wastewater treatment capacity available from Metro which the County acquired via the National City agreement.

The capital improvements that are recommended by the Plan to be included as part of phase one, to be financed by the property owners, include:

- Fair share contribution to off-site road improvements, as part of a regional financing strategy
- Acquisition of Metro wastewater treatment capacity
- On-site road and infrastructure improvements to serve the affected properties
- Establishment of funding mechanisms for fire services and facilities

Financing: The preferred strategy for financing backbone or area-wide capital facilities is to: (1) for phase one improvements, use land secured public debt instruments; e.g., Assessment Act proceedings; and (2) for subsequent phases of improvements; utilize a combination of impact fees, reimbursement agreements, additional land secured public debt financing instruments, and/or

revenue bonds. However, conditions of development approval will be placed on individual parcels that require public facilities and services be built only to the extent needed to serve its demand. In cases where oversizing is needed for future demand, the County will consider reimbursement agreements.

Operation and maintenance costs of these facilities will be financed in several ways: (1) through the County General Fund, (2) by user fees from established utility service providers, (3) by taxes or assessments established by a County Service Area or Local Improvement District (see Glossary for definition), and/or (4) by user fees and benefit fees established by Special Districts to augment their general operating budgets for specific services.

Implementation: The property owners have the primary responsibility of implementing the required on-site infrastructure and public facility improvements. Implementation will include formation of a Local Improvement District(s), Fee Districts, and Special Districts (e.g., the Sanitation District).

To implement regional facilities, such as roads, where other jurisdictions will benefit from the required improvements, it is recommended that the County enter into joint powers agreements and/or other similar methods with the benefiting jurisdictions (City of San Diego and City of Chula Vista) to equitably finance these regional facilities. Conditions on individual project approval may be required, to the extent necessary to ensure the provision of adequate facilities and services.

In order to administer the development of the East Otay Mesa District, it is also recommended that

the County and property owners consider forming a Local Development Corporation (LDC) for East Otay Mesa or other suitable entity capable of coordinating development activities in East Otay Mesa. The LDC would be a nonprofit corporation that could assume certain responsibilities subject to the Board of Supervisors' approval, such as review and update of the Facility Phasing and Financing Plan coordination, marketing and other economic development services.

Schedule: East Otay Mesa Specific Plan Area is scheduled to permit development contingent upon construction of off-site road improvements anticipated to occur by 1998.

0.4 *Regulatory Provisions and Design Guidelines*

Development Review Process

There are up to four steps in the development review process for all projects in East Otay Mesa: (1) The Subdivision Ordinance mandates a review of land division to result in an approved Tentative Map and Final Map; (2) Special Area Designators require a Site Plan review in conformity with the Site Planning and Design Guidelines and/or Resource Conservation Plan that result in an approved Site Plan; (3) Building Review includes a plan check of construction documents to comply with adopted codes and ordinances; and (4) Certain projects require a Zoning Review Process (administrative permit, minor use permit or major use permit) for land uses that are not “permitted-as-of-right” in the Land Use Regulations of the Specific Plan. All four types of permit applications may be processed either concurrently or separately. The review process for each type of permit is briefly described below.

Subdivision Map Review Process: Tentative subdivision map, tentative parcel map, and parcel map waiver applications will meet requirements of State and County law and must be consistent with the Specific Plan.

Site Plan Permit Review Process: All development including clearing and grading in an area with a “G” Designator requires a Site Plan review pursuant to the Sensitive Resource Area Regulations of the Zoning Ordinance to determine consistency with an approved Resource Conservation Plan. Also, all projects within planned industrial

and commercial areas have a “B” Designator and require a Site Plan review pursuant to the Community Design Review Regulations of the Zoning Ordinance. Proposals are reviewed for consistency with the Specific Plan and Site Planning and Design Guidelines.

Building Review Process: All projects that require a Building or other permit in the County of San Diego are subject to all applicable codes and ordinances.

Zoning Review Process: The land use regulations of the Specific Plan allow certain uses only by Administrative, Minor, or Major Use Permit.

Development Regulations

Several types of development regulations and guidelines have been prepared as part of the Specific Plan to guide development in East Otay Mesa. The narrative below describes each type of regulation or guidelines.

Subdivision Regulations: Standards are established for minimum lot size and lot dimensions, and Design Guidelines address issues related to site planning. The Specific Plan also requires that issues related to sensitive environmental resources be resolved during the subdivision process.

Land Use Regulations: For each land use, the Specific Plan specifies permitted uses, permitted uses subject to limitations, and uses subject to an administrative, minor or major use permit.

Sensitive Resource Area Regulations (“G” Designator): All parcels that have steep slopes and/or maximum to high biological resource sensitivity (as identified by the Environmental Resources and Constraints Study and the potential vernal pool habitat identified during the preparation of

the EIR) are given a "G" Designator and are subject to the Sensitive Resource Area Regulations of the Zoning Ordinance. Any development, including clearing and grading, requires that there be a detailed Site Plan review process to ensure that the proposed project will avoid and/or mitigate any impacts on environmentally sensitive lands. Potential impacts to environmentally sensitive lands will be mitigated prior to approval of any discretionary permits. Encroachments into steep slopes (greater than 15%), unique vegetation communities or habitats of rare or endangered species of plants or animals shall be avoided.

In addition, an approved Resource Conservation Plan is required prior to any development including clearing and grading for parcels with a "G" Designator. The purpose of the Resource Conservation Plan is for the property owner to prepare mitigation strategies to mitigate impacts to habitat and endangered species on their site acceptable to the County and, if required, appropriate State and Federal wildlife agencies.

Community Design Review Area Regulations ("B" Designator) and Site Planning and Design Guidelines: All areas planned for industrial and commercial land use in the East Otay Mesa Specific Plan Area are given a "B" Designator and are subject to the Community Design Review Area Regulations of the Zoning Ordinance.

The East Otay Mesa Site Planning and Design Guidelines, under separate cover, herein referred to as "Design Guidelines," serve as the criteria for the Site Plan review and other discretionary project reviews to be conducted by County staff and the Community Design Review Board. The main goal of the Design Guidelines is to create an industrial and business district that has a strong identity and is a place of distinction and quality.

The Design Guidelines cover the following site planning issues: grading; circulation, parking and loading; structures; landscaping; fencing and screening; signage; lighting; and public utility structures. The building design guidelines address features such as: building form and massing; elevation treatment; elevation materials; entrances, windows, and doors; roofs; and climatic considerations.

Development Standards: For each land use, standards are established for density or intensity, building height and coverage. Special detailed standards, unique to East Otay Mesa, are established for building setbacks, usable open space and parking.

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Introduction

1.1 Overview of the East Otay Mesa Specific Plan

The East Otay Mesa Specific Plan sets forth a comprehensive and far-sighted vision for the development of East Otay Mesa as a modern industrial and business district. The planning intent of the Specific Plan is to implement the policies of the San Diego County General Plan and the Otay Subregional Plan. The goals, policies and programs in this document promote orderly land use development; protect the environment; and provide standards and thresholds for providing adequate public facilities, infrastructure, and amenities consistent with future development demand.

This Specific Plan document is organized into four general chapters. Chapter 1 is the introduction to the Specific Plan. It describes the site context, history, and planning process of the Study Area.

Chapter 2 describes the elements of the East Otay Mesa Specific Plan, which include:

- Land Use
- Conservation/Open Space
- Circulation
- Urban Design
- Public Facilities
- Facility Phasing, Financing Strategy, and Implementation

Each element includes: a goal statement, narrative discussion, map, policies, and specific implementation strategies.

Chapter 3 describes the regulatory provisions of the plan, including the development review process, the allowable uses, and specific development standards.

In addition to the Specific Plan document, there are several other supporting technical documents which have been prepared as part of the Specific Plan process. These documents include:

- Industrial Market Study
- Environmental Resources and Constraints Study
- Circulation Element Technical Report
- Comprehensive Flood Control Master Plan (to be adopted by resolution)
- Water, Sewer and Reclamation Master Facilities Plan Technical Report
- Conceptual Infrastructure Improvement Plans and Cost Estimates for Backbone Infrastructure and Public Facilities
- Environmental Impact Report
- Development Information Manual (a non-adopted informational guide for property owners planning to develop in East Otay Mesa Specific Plan Area).

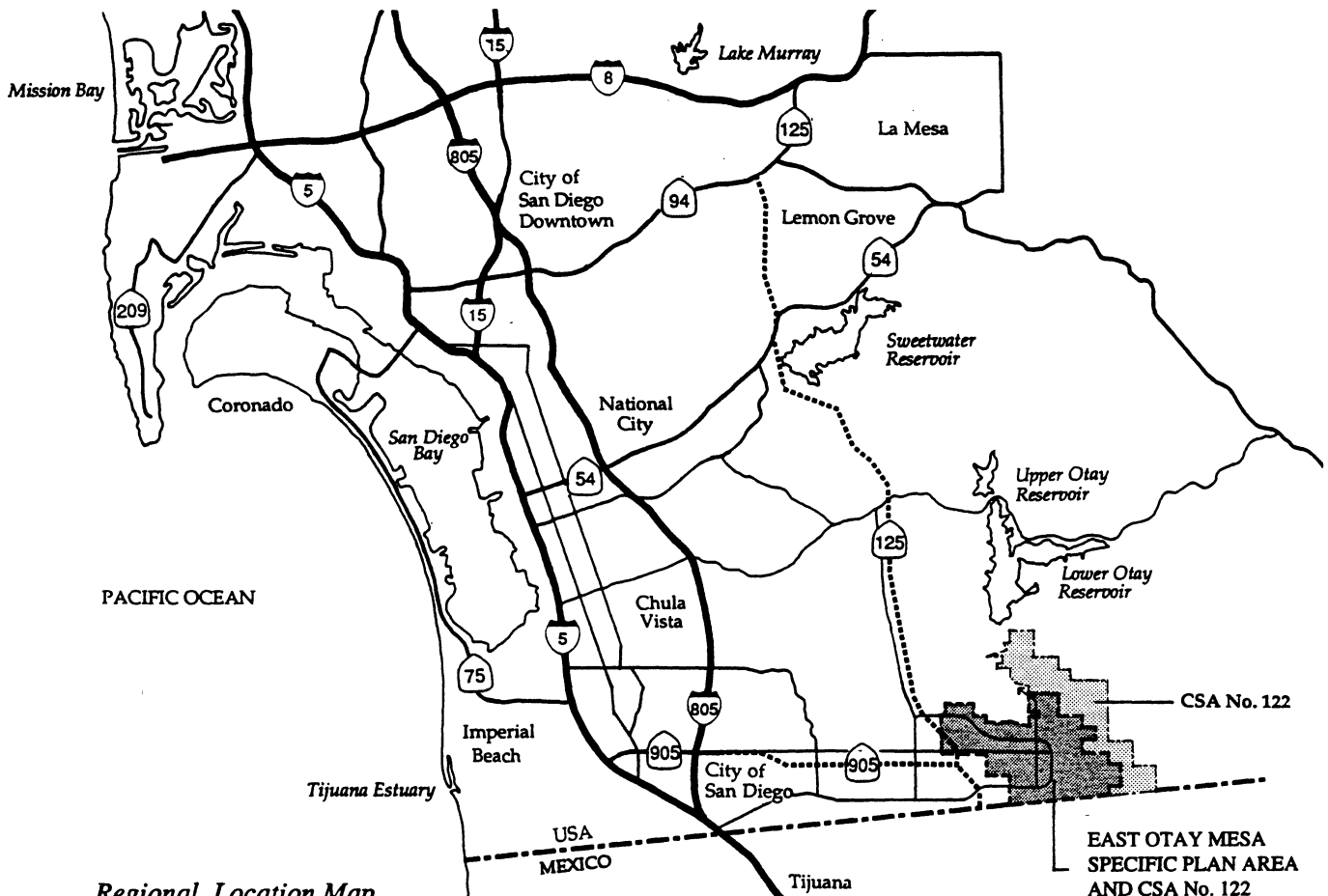
1.2 Planning Area Description

1.2.2 Site Characteristics

1.2.1 Location

The East Otay Mesa Specific Plan Area encompasses approximately 3,300 acres of land in the southwestern portion of unincorporated San Diego County. The Specific Plan Area is part of the approximately 5,700 acre County Service Area (CSA) Number 122. Figure 1-3, Regional Location Map, indicates the regional location of the Specific Plan Area in San Diego County. It is about 18 miles southeast of downtown San Diego, 9 miles from downtown Chula Vista, and 12 miles from downtown Tijuana.

The major physiographic feature of the Specific Plan Area is the generally level terrain of Otay Mesa. This mesa is one of a series of marine wave-cut terraces, typical of the San Diego region. Two major canyons, O'Neal and Johnson, have been deeply cut into the northern edge of the Mesa and drain northwesterly into the Otay River. The Otay Valley, at the northerly portion of the Specific Plan Area, contains at its center the relatively flat Otay River floodplain. The topography to the east of the Mesa is characterized by low, gently rolling hills which gradually transform into the deep slopes of the San Ysidro Mountains.



Regional Location Map
Figure 1-3

1.2.3 History

Throughout its history, Otay Mesa has been used for agriculture. Its ideal coastal climate, free of hail and frost as well as rich agricultural soil, has historically made Otay Mesa a desirable area to raise crops. Most of the early development of the Mesa occurred in the City portion of Otay Mesa. In 1889, the first industrial building was built, but by 1934 it was torn down and farming remained the primary land use activity on the Mesa.

In the 1960's the Otay Mesa Property Owners Association was formed and the City portion of the Mesa began a process of land use change. Property owners desired to change the land use from agricultural to industrial and commercial due to the high cost of water and labor. Relatively low land cost and affordable labor supply and favorable tariffs in Mexico attracted manufacturing operations to the Mesa.

With the growth of the Mexican government's Maquiladora or Twin Plant Program in the early 1980's, a more significant demand for industrial land was created in the U.S. to accommodate distribution and warehousing of products manufactured in Mexico. The opening of the Otay Mesa Border Crossing and improvement of Otay Mesa Road and portions of State Route 905 in the mid-1980's further enhanced development opportunities in the area. Industrial uses expanded rapidly in the City portion of the Mesa, and there was a desire on the part of the County property owners to plan the East Otay Mesa for future development.

1.2.4 Surrounding Land Uses

Existing and planned land uses as well as major natural and man made features surrounding the site are shown in Figure 1-4, Surrounding Land Use Map. The site is located between Otay River Valley to the north, the international border with Mexico to the south, the San Ysidro Mountains to the east, and the City of San Diego's Otay Mesa Community Plan Area to the west.

East Otay Mesa is at the southern edge of development in San Diego County. To the west is the 12,505-acre City of San Diego's Otay Mesa Community Plan Area. This Community Plan Area is predominantly planned for industrial and residential use. Planned industrial and commercial uses in the Community Plan Area total 4,300 acres.

Commercial uses are also planned near SR-905 interchanges. In the City's portion of the Mesa, a total of 3.1 million square feet of industrial and commercial space has been developed as of 1991. Tentative and final maps have been approved for industrial and commercial uses for approximately 56 percent of the area as of 1991. Upon approval of current tentative maps in process, almost 70 percent of City's West Otay Mesa will be mapped.

The City's Otay Mesa Community Plan also proposes residential uses on approximately 5,800 acres. This is to accommodate 46,000 residents in 18,000 dwelling units west of the planned industrial district.

The City of Tijuana adjoins the southern edge of East Otay Mesa. This area (south of the Specific Plan Area) has been developed or planned for industrial and residential uses. Tijuana's Rodriguez

International Airport is located approximately one mile southwest of the site.

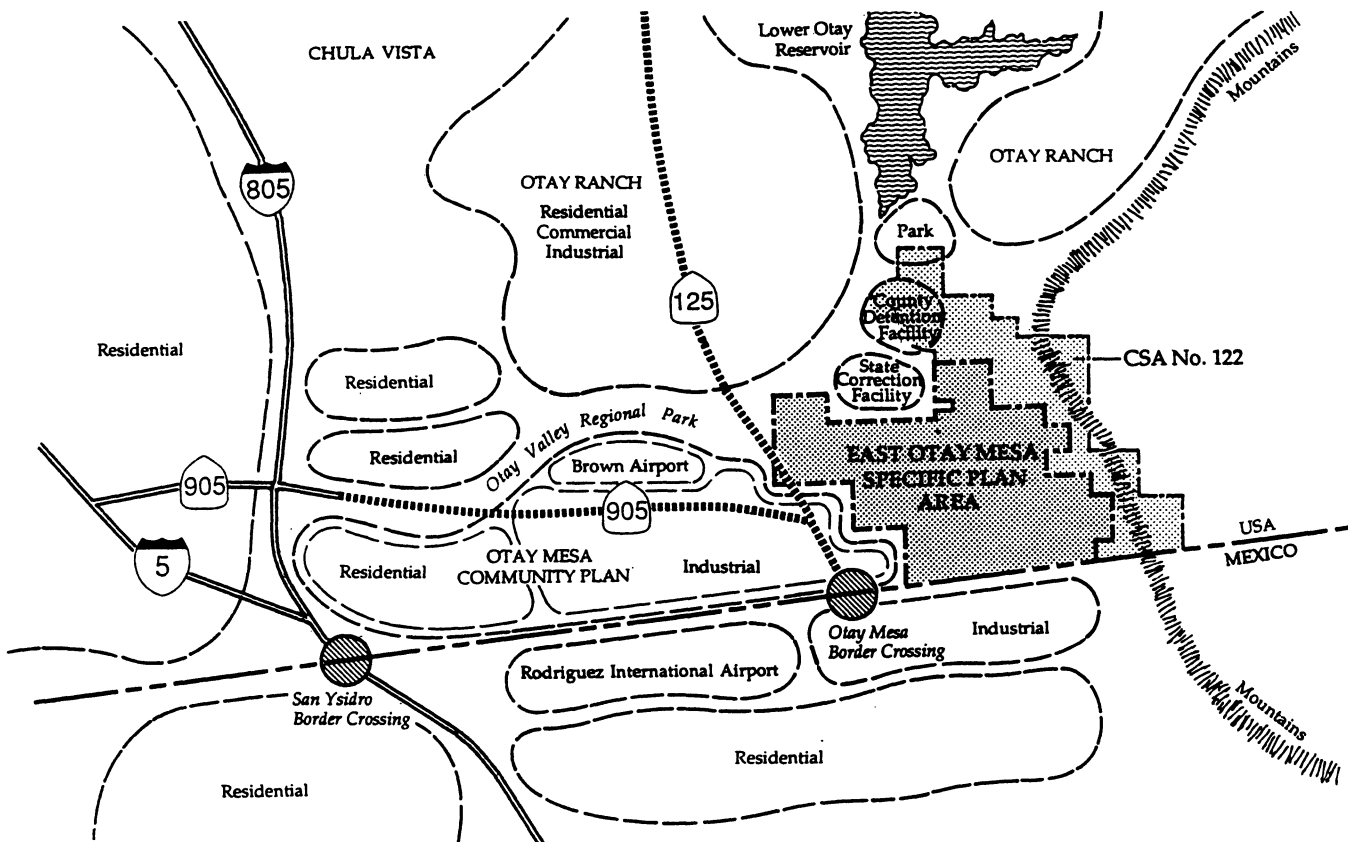
To the immediate north of the site is the existing 750-acre Donovan State Correctional Facility, operated by the State of California Department of Corrections, located on a mesa between O'Neal and Johnson Canyons. On the mesa north of O'Neal Canyon is the 523-acre site of the County's George F. Bailey Detention Facility. Further north is the Otay River Valley where a regional open space park is being planned. A multi-jurisdictional planning effort is underway to create a regional park within the Otay River Valley.

Most of the area north of the Otay River Valley is currently vacant. A 23,297-acre "new town" is planned in this area known as "Otay Ranch."

1.2.5 Ownership Patterns

Ownership patterns in the East Otay Mesa study area are shown in the Appendix 1, Ownership Map. There are 67 recorded parcels in the study area, owned by 34 separate landowners. Landowners' names and size of land holdings are listed in Appendix 1.

It should be noted, a major off-road easement in the Study Area is the 120-foot-wide San Diego Gas and Electric 230 KV transmission line. This easement, indicated on the Ownership Map in Appendix 1, is located in the eastern portion of the Study Area and trends northwesterly to southeasterly.



Surrounding Land Use Map
Figure 1-4

1.2.6 Current Development Activity

There is a modest amount of development activity within the East Otay Mesa Specific Plan Area. Figure 1-5, Development Activity within the Specific Plan Area, indicates existing and proposed development. A major use permit (P88-020) was issued in 1988 for the Bradley Auto Auction Storage Pool (currently Robertson Leasing Corporation), on a 38-acre site at the southwest corner of Otay Mesa Road and Alta Road. The interim use facility is currently operational, though the permit establishes a 5 year time limit for the use, which is renewable at the discretion of the County. The applicant has filed a modification to the use permit to intensify the use and extend the time limit.

There is also an approved Major Use Permit for the 426-acre American International Raceway, located at the base of the foothills on the eastern side of the Study Area (P85-015W). Though not yet constructed, the raceway is approved as a facility for 70,000 spectators, and includes an 800-vehicle overnight campground. It is considered an interim use since the use permit has a 20 year permit life.

A landfill facility is also being considered on a 400-450 acre hillside site partially overlapping on a portion of the Specific Plan Area, within the Major Use Permit area of the American International Raceway site. This site is one of three alternative sites under consideration for a future regional landfill facility currently under environmental review.

1.3 Planning Process

1.3.1 Specific Plan Area Designation

In 1984, the County amended the Otay Subregional Plan, which is part of the Land Use Element of the San Diego County General Plan (GPA 84-02), to designate the area for future industrial land use. In addition, the Regional Land Use Element designates Otay Mesa as a Special Study Area. The Otay Subregional Plan designated 2,730 acres (83 percent) of the East Otay Mesa area as predominantly (16) General Industrial, with industrial development not permitted in areas of 25 percent slope or greater. The hillside areas of 25 percent slope or greater were designated as (17) Estate Residential (421 acres) and (18) Multiple Rural Use (92 acres). The Estate Residential allowed one dwelling unit per 2 or 4 acres depending on the slope, and the Multiple Rural Use allowed one dwelling unit per 4, 8 or 20 acres depending on the slope. The Plan also designated 58 acres as an Impact Sensitive Area.

The Otay Subregional Plan was amended December 19, 1990 (GPA 90-04), to designate East Otay Mesa as a (21) Specific Plan Area (SPA) and incorporated East Otay Mesa Specific Plan Guidelines. The SPA was rezoned to S88 District-Specific Plan Use Regulations with an overall residential density of 0.34. Thereafter, the County, in response to a request from the property owners, proceeded to initiate the East Otay Mesa Specific Plan process, in April, 1991.

A proposed General Plan Amendment will be processed concurrently with the adoption of the Specific Plan. The GPA will change the road alignments shown on the Circulation Element and the land uses identified on the Otay Subregional Plan to conform with the adopted land uses of the East Otay Mesa Specific Plan. In addition, it will amend the Recreation Element to allow mandatory trail dedication.

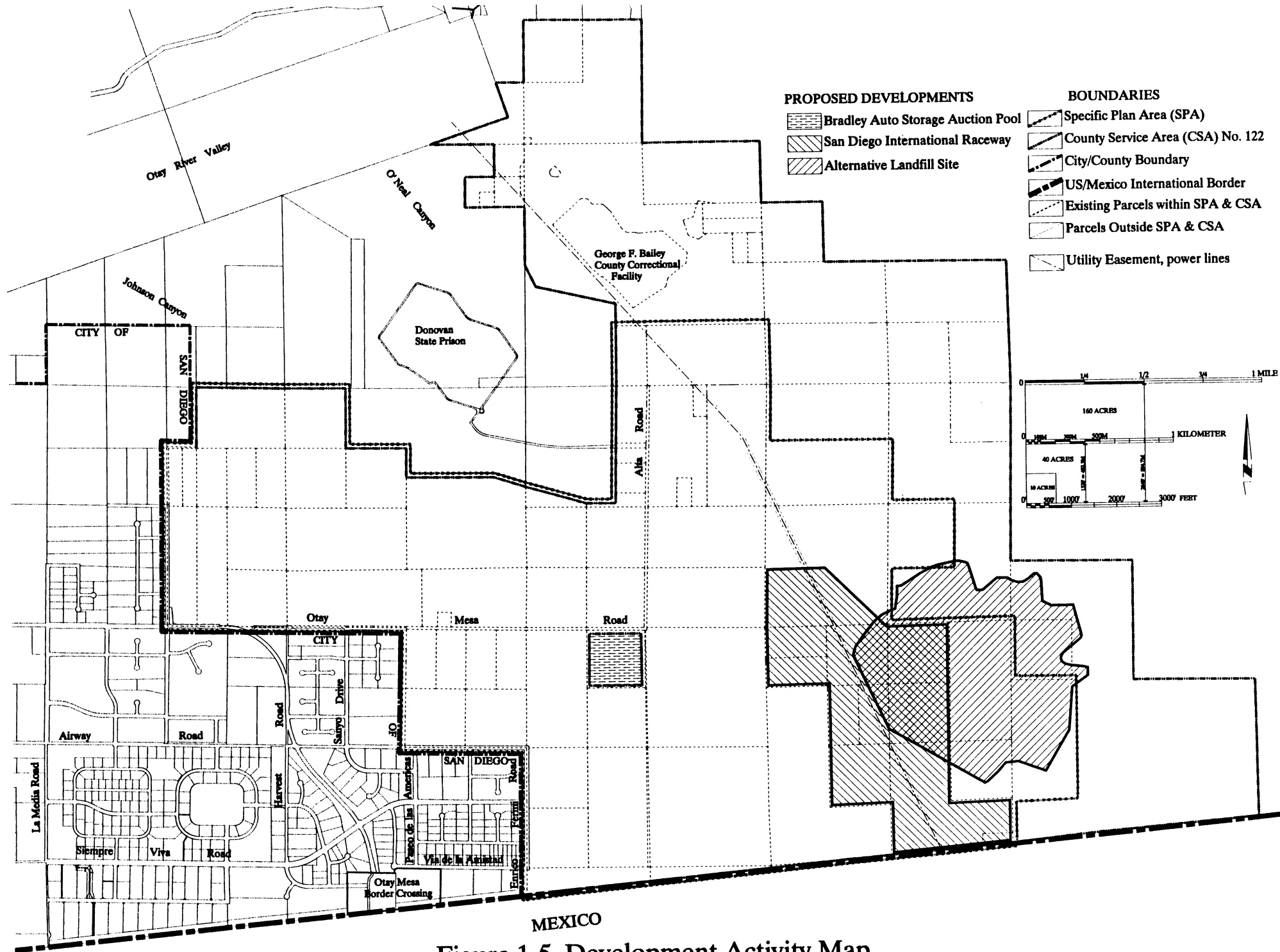


Figure 1-5, Development Activity Map

1.3.2 Development of the Specific Plan

Development of the East Otay Mesa Specific Plan involved a multi-phase process with extensive property owner and public agency participation. The following is a description of the planning process which led to this proposal. The first phase included an extensive data collection and analysis of land use, environmental, public facility, transportation and infrastructure factors.

Environmental Resources and Constraints Study

Early in the planning process, an Environmental Resources and Constraints Study was prepared. Selected environmental data were synthesized to produce a constraints map for planning purposes. Figure 1-6, Resource Constraints Map illustrates the areas of high constraint, moderate constraint, and no to low constraint. The criteria used in preparing this map are summarized below.

Floodplain

Inside floodplain = High constraint

Outside floodplain = No constraint

Biologic

Maximum or high biological constraint = High constraint

Moderate biological constraint = Moderate constraint

Low biological constraint = No to Low constraint

Not sensitive = No to Low constraint

Slope

0 - 15 percent slope = No to Low constraint

15 - 25 percent slope = Moderate constraint

25+ percent slope = High constraint

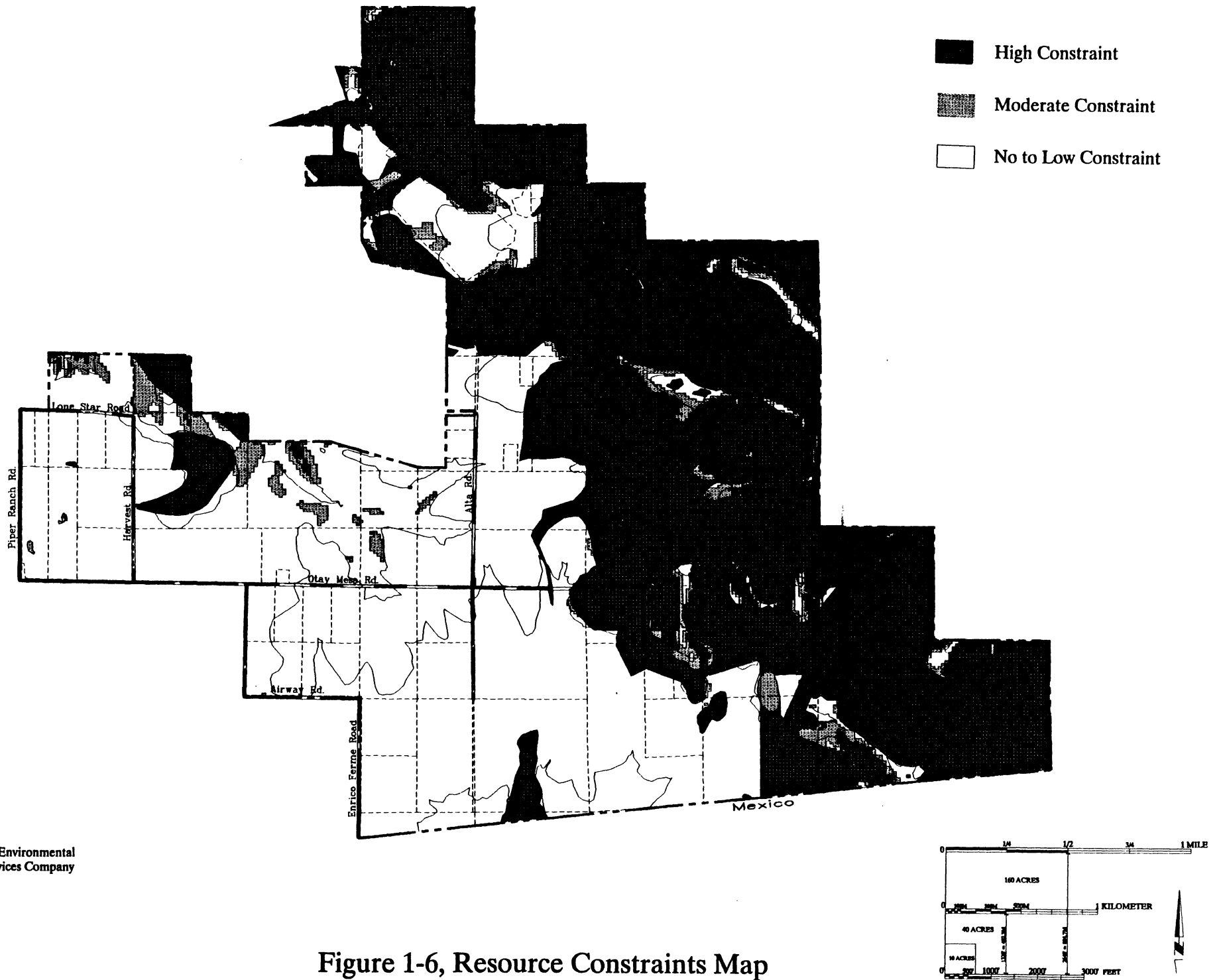
During the preparation of the EIR, potential vernal pool habitat was identified near the international border. Areas with high biological constraint and potential vernal pool habitat are indicated on the Sensitive Resources Area, "G" Designator Map at Figure 3-33.

Cultural resources information was not included as a constraint synthesis because significance of sites can only be determined with an on-site testing program. However, there are some significant cultural resources in the Specific Plan Area, and some property owners have completed on-site testing. A list of those properties that have received a prior archaeological clearance is included in Appendix 2.

Market Study

An Industrial Market Study was conducted at the outset of the planning process (September 17, 1991). The purpose of this Study was to determine the market demand for industrial development in East Otay Mesa, especially related to competitive development in the City portion of the Mesa and elsewhere in the County, especially the South Bay.

Market Area: The Comparative Market Area for East Otay Mesa includes the major population centers of southwest San Diego County. This Comparative Market Area extends approximately 15 miles north of the subject site and is referred to as the South Bay/Otay Mesa Market Area. At the time of the Study, in 1991, the market area contained a total of 13 million square feet of industrial space with a vacancy of 9.8 percent and had an annual absorption rate of about 1.2 million square



Source: Ogden Environmental
and Energy Services Company

Figure 1-6, Resource Constraints Map

feet during the previous five years. The South Bay/Otay Mesa market area is not a homogeneous one, with a sharp distinction between industrial uses in Otay Mesa versus the rest of the Market Area. In fact, 97 percent of industrial uses in Otay Mesa are directly related to trade with Mexico, whereas the other parts of the market area reflect a much broader base of industrial users.

Market Area Industrial Land Supply: According to San Diego Association of Governments (SANDAG), the South Bay/Otay Mesa Market Area contained 6,100 acres of vacant, developable land designated for industrial development, as of 1988. The regional planning agency, SANDAG, also determined that 88 percent of this industrial land is located south of Otay Valley Road and thus is in the immediate vicinity of East Otay Mesa. The other 12 percent of vacant, developable industrial land is scattered in other sections of the Market Area.

Study Area Absorption Projections: Most of the industrial development in East Otay Mesa is projected to be distribution and warehouse uses related to the Mexican government's Maquiladora manufacturing program. The price of raw land in East Otay Mesa is less expensive than other comparable industrial areas, and thus is very competitive.

The Market Study presented two possible scenarios for development in East Otay Mesa. In Scenario 1, East Otay Mesa is not developed until after all of the City of San Diego's West Otay Mesa is built out. In this scenario, absorption in East Otay Mesa would begin in the year 2007. In Scenario 2, East Otay Mesa captures 40 percent of total industrial demand for all of the combined City and County industrial districts of Otay Mesa, starting in 1995. By the year 2001, East Otay Mesa is projected to absorb 400 net acres of

development. In both scenarios, the City's West Otay Mesa and East Otay Mesa are projected to be built out by 2015. The implementation of the future additional border crossing in East Otay Mesa may also accelerate industrial absorption in this area.

Development of the Preferred Plan

The second phase of the planning process involved the in depth exploration of several alternative land use, conservation, circulation and infrastructure concepts. During this phase, there was extensive consultation with property owners and numerous public agencies with jurisdiction over facilities and resources in East Otay Mesa to arrive at a consensus plan. In addition, there has been a meeting with the City of Tijuana Planning officials where alternative concepts were presented. A conceptual Preferred Land Use and Circulation Plan was supported by the property owners early in the second phase. However, final consensus required 17 drafts and numerous subsequent meetings with a committee of the property owners and affected public agencies. A consensus Preferred Plan responding to all the input was agreed upon by property owners and staff in December 1992. This Specific Plan represents the third phase of the work program.

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Plan Elements

This chapter presents the goals, policies, and implementation strategies for elements of the East Otay Mesa Specific Plan: land use; conservation/open space; circulation; urban design; public facilities; and phasing, financing and implementation. The plan elements were developed based on extensive research and analysis of each topic, as well as detailed review of County policies and procedures. Background reports were prepared for each element and are available at the County Department of Planning and Land Use (DPLU). In combination, the plan elements articulate the vision for the ultimate buildout of East Otay Mesa as a high quality international industrial and business center.

2.1 Land Use Element

GOAL:

Promote a well-organized international industrial and business district in East Otay Mesa to attract and accommodate forecasted growth.

East Otay Mesa is the unincorporated County's largest industrial area. Otay Mesa contains large, level, relatively inexpensive land located near a large, affordable labor pool and moderately priced housing, all of which make it highly suitable for large scale industrial development. Moreover, its prominent location along the Mexican border makes it a prime location for industrial use, specifically warehouse and distribution uses associated with manufacturing activity in Mexico as part of the Mexican government's Maquiladora Program. This position will be further strengthened based on the approval of the North American Free Trade Agreement (NAFTA).

The intent of the East Otay Mesa Specific Plan is to promote the development of the area into a comprehensive industrial and business district with a variety of sites for different uses. In order to create a relatively balanced, comprehensive industrial district with appropriate services, commercial uses are also incorporated in the land use plan. Commercial uses are divided into three types: regional, district, and support commercial.

Table 2-1
Planned Land Use Tabulation

Land Use	Acres (Gross)
Mixed Industrial	2,372.00
Commercial	
Regional Commercial	129.63
District Commercial	24.39
Public	
Fire & Sheriff	1.79
MTDB Station	4.92
Residential	
Hillside	740.95
SR-125 and MTDB Station	
Rights-of-Way	26.44
Total Gross Acres	3,300.12

The hillside area on the eastern and northern boundaries of East Otay Mesa is designated for very low density residential uses, due to the existence of steep slopes and/or sensitive biological resources in this area. Industrial and commercial land use is planned for the flat developable areas.

Figure 2-7, Land Use Plan, and Table 2-1, Planned Land Use Tabulation, indicate the location and the amount of planned land uses. The Land Use Element describes the overall program and pattern of development to accommodate the forecasted growth in this area. Land uses proposed in this Specific Plan are consistent with the goals and policies of the Regional Land Use Element and Otay Subregional Plan of the County's General Plan.

2.1.1 Mixed Industrial Land Use

The Specific Land Use Element designates approximately 2,372 gross acres of land in the East Otay Mesa Specific Plan Area for Mixed Industrial uses. This constitutes approximately 70 percent of the entire area within the East Otay Mesa Study Area of County Service Area (CSA 122). This land use designation is consistent with the Otay Subregional Plan policy that calls for Mixed Industrial uses as the appropriate land use for this area.

The planned Mixed Industrial land uses are intended primarily for accommodating wholesale storage and distribution, research services, and general industrial uses. General industrial land use is defined as industrial plants primarily engaged in manufacturing, compounding, process-

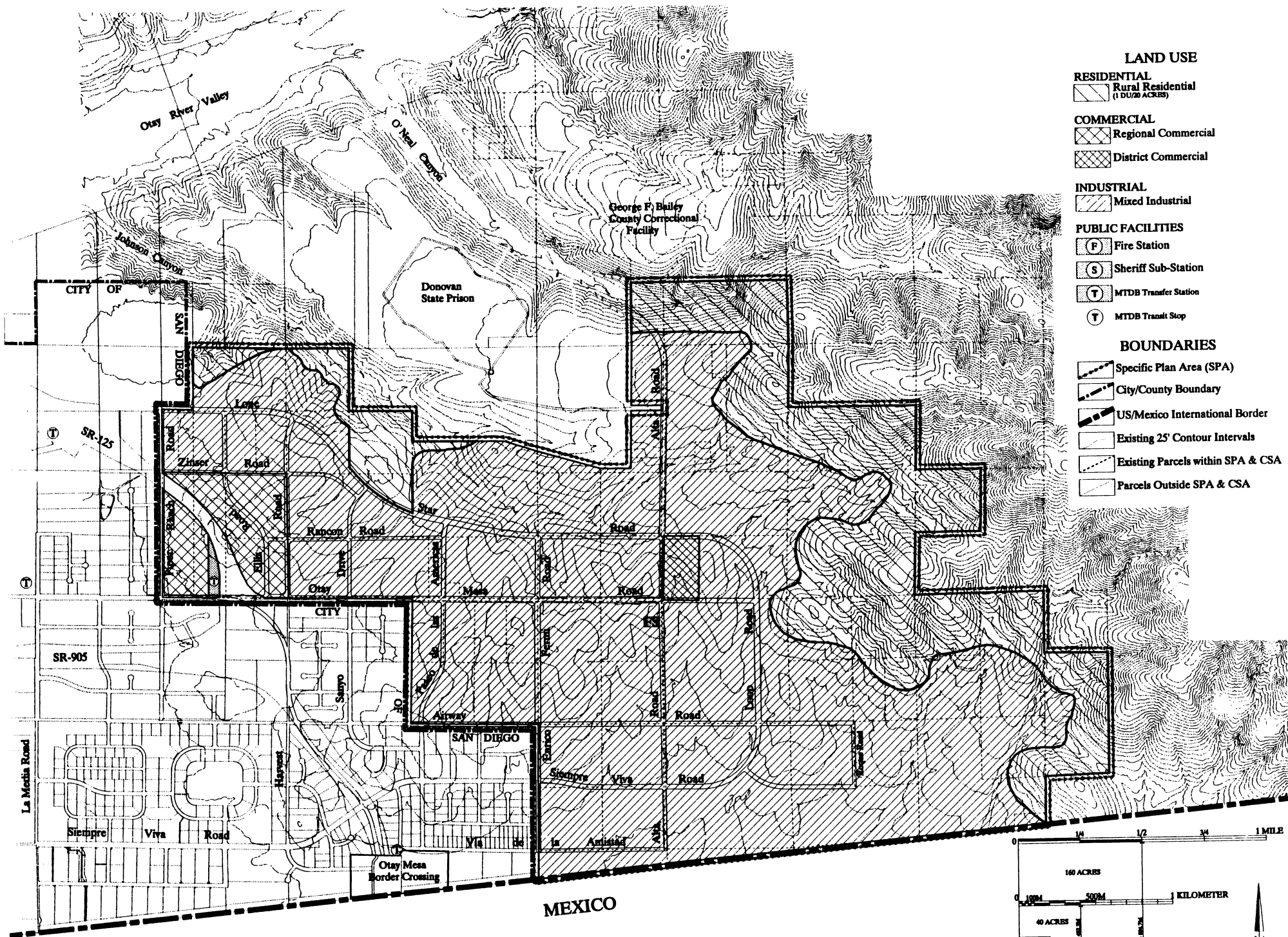


Figure 2-7, Land Use Plan

ing, assembling, packaging, treatment or fabrication of materials and products. Many other compatible commercial types of uses such as construction sales and services, automotive and equipment uses, and custom manufacturing are also permitted.

Forecasted Demand for Mixed Industrial Uses

An Industrial Market Study prepared early in the planning process projected industrial land absorption rates for development under two scenarios. These projections are preliminary and the Specific Plan has been designed to be flexible to accommodate almost any rate of development.

The Specific Plan recognizes that a significant portion of the planned industrial uses in Otay Mesa will be directly linked to trade with Mexico. The growth of the Maquiladora or Twin-Plant Program and the potential positive impact of the NAFTA in the future has increased the anticipated demand of large industrial parcels to locate distribution and warehouse facilities, for the purposes of exporting raw materials and importing finished goods manufactured in Mexico at favorable tariffs and labor rates. The advent of the Otay Mesa Border Crossing in the mid-1980's has been a positive factor in enhancing industrial and commercial development opportunities on the Mesa, particularly since truck traffic is able to move easily between the Twin-Plants on either side of the international border without having to use the congested San Ysidro Border Crossing.

Advanced Technology Uses

The Specific Plan Land Use Element encourages diversification of planned mixed industrial uses to allow for advanced technology land uses in the East Otay Mesa. Given the presence of the University of California at San Diego (UCSD) and other research institutes, as well as a diverse representation of research and development industries in the San Diego Region, East Otay Mesa is considered an ideal location for advanced technology testing and manufacturing.

The Specific Plan Land Use Element incorporates provisions to accommodate the Recycling Market Development Zone (RMDZ) as part of the planned industrial land uses. The RMDZ provides incentives for businesses that manufacture recycled products in the San Diego region to locate in this area. The San Diego RMDZ was established by the City and the County of San Diego, the Otay Mesa Chamber of Commerce, and the San Diego Economic Development Corporation, in cooperation with the California Integrated Waste Management Board.

Mixed Industrial Land Use Policy

Policy LU-1: Accommodate the forecasted mixed industrial uses in East Otay Mesa.

Implementation: The Zoning Map and regulatory section of the Specific Plan accommodate forecasted mixed industrial development in East Otay Mesa including advanced technology and recycling land uses.

2.1.2 Commercial Land Use

The Land Use Element of the Specific Plan designates 154 gross acres for Regional and District commercial uses in the East Otay Mesa area. In addition, Support Commercial is allowed within the Mixed Industrial District with limitation as described herein.

Regional Commercial

The approximately 130 gross acre Regional Commercial Land Use Area serves a trade area of approximately 3 to 5 miles. Typical tenants for the planned regional commercial land use could include large retail stores, warehouse-type, and other compatible retail uses. The location for the Regional Commercial Area is based on proximity to planned freeways and the planned transit station.

The Regional Commercial land use area is to be planned to facilitate transit-oriented development benefiting from the transit opportunities afforded by the planned light rail and bus transfer station. In order to take full advantage of these opportunities, the uses which generate the most pedestrian activity are encouraged to be located nearest to the transit station, on the western side of the SR-125 tollway. This includes small to medium size retail uses, eating establishments, child care facilities, health clubs, etc.

District Commercial

The approximately 24 gross acre District Commercial land use area is planned to serve the industrial work force in East Otay Mesa, within a trade area of approximately 1-1/2 to 2 miles. Typical tenants of the District Commercial land use include a super drug store, smaller retail, and eating establishments. The District Commercial

area is located to minimize trade area competition with existing and planned retail uses.

Support Commercial

The Support Commercial land uses are planned to serve the daily convenience needs of the industrial work force in East Otay Mesa. They may be incorporated within industrial structures or located in a separate structure on the industrially zoned land.

The Support Commercial development activity may be clustered at intersections or located at the interior of industrial developments, and shall be located at least 1,000 feet away from the Regional or District Commercial sites. The intent of this regulation is to avoid strip commercial development along the industrial park roads and encourage pedestrian activity.

Each industrial parcel is allowed a five percent allocation of its gross acreage for support commercial uses, and such allocation is transferable. Parcels located within 1,000 feet of District or Regional Commercial land uses may not locate the Support Commercial on site, but may transfer it to another parcel. The transfer of the Support Commercial allocation from one parcel to another shall be implemented by the County under a procedure to be promulgated by the County. Once the Support Commercial allocation has been transferred from one parcel to another, the transferring parcel shall no longer be eligible for Support Commercial development.

Industrial Uses in Commercially Zoned Property

Industrial uses are an allowable use in lands designated for Regional and District Commercial uses. However, the proposed industrial development in commercial areas must meet the

following criteria to ensure a feasible future transition to commercial uses.

Parking: Adequate area shall be set aside for additional parking required if and when the industrial building is converted to commercial use. The area set aside for the additional parking must be located conveniently for future commercial users.

Building Entrances: Building entrances shall be located such that they will be easily visible to retail customers, and convenient for pedestrian and vehicular access at the time the buildings are converted to commercial use.

Site Plan: The Site Plan for the industrial development in commercial areas shall meet all other special criteria for commercial development described below as well as the Design Guidelines proposed by the Specific Plan.

Site Plan Coordination Between Separate Commercial Properties

Coordinated Circulation: Major site access points, curb cut location, and parking lot layouts shall be coordinated with adjacent properties through the Site Plan review process to facilitate vehicular and pedestrian circulation throughout commercial shopping areas. Curb cuts on collector road shall also be coordinated with the planned curb cuts across the street in an attempt to create four-way intersections. Parking lot layouts shall be closely coordinated with adjoining commercially zoned properties to maximize ease of vehicular circulation, through shared driveways and access, where feasible.

Reciprocal Access Easements: Reciprocal access easements are encouraged to be established with all adjoining commercially zoned properties to

allow for efficient circulation and parking between separate commercial properties, i.e., pedestrians and vehicles should be able to access adjacent commercial properties without exiting onto a public street to re-enter an adjoining commercial property where feasible.

Commercial Land Use Policies

Policy LU-2: *Provide land uses that allow for a range of commercial land uses in optimum locations to serve the retail needs of the future industrial and highway users in East Otay Mesa.*

Implementation: The Zoning Map and regulatory section of the Specific Plan establish specific locations and development standards for Regional and District Commercial land uses.

Policy LU-3: *The Regional Commercial area shall allow for transit-oriented land uses, encouraging pedestrian circulation.*

Implementation: Compliance with the policy for transit-oriented development in the Specific Plan Land Use Element shall be determined during the Site Plan review process pursuant to the Community Design Review Area Regulations described in Chapter 3.

Policy LU-4: *Avoid strip commercial development in the industrial area and promote pedestrian activity.*

Implementation: There is a requirement to separate Support Commercial development at least 1,000 feet from Regional and District Commercial areas. In addition, Support Commercial uses are encouraged to be clustered at intersections or located at the interior of industrial lots to avoid strip commercial development. Support Commercial development will be reviewed during the

Site Plan review process, with an emphasis on pedestrian-friendly design and safe vehicle ingress and egress.

Policy LU-5: Industrial development in commercially zoned areas must accommodate future transition to commercial use in a feasible manner.

Implementation: During the Site Plan review process, plans for industrial development in areas planned for commercial use will be reviewed for compliance with the development standards and the Community Design Review Area Regulations described in Chapter 3 to insure that industrial development in commercially zoned areas incorporates provisions for parking, architectural design, and site planning that are necessary to accommodate planned commercial use.

Policy LU-6: Coordinate vehicular and pedestrian circulation between adjacent commercial properties.

Implementation: During the Tentative Map and the Site Plan review process, plans will be reviewed to ensure compliance with provisions of coordinated circulation between adjacent commercial properties, including appropriate reciprocal access easements and efficient parking layout as set forth in the Land Use Element of the Specific Plan.

2.1.3 Residential Land Use

The 741-acre hillside area at the eastern edge of East Otay Mesa is proposed for very low density Rural Residential land use. This area has steep slopes and contains significant biological resources. Because of the area's rugged terrain and

the existence of biological values, this area is not suitable for agricultural, commercial, or industrial use.

Residential Land Use Policies

Policy LU-7: Designate very low density Rural Residential development as the appropriate land use in sensitive hillside areas in the East Otay Mesa Specific Plan Area.

Implementation: The Zoning Map and regulatory section of the Specific Plan designate the hillside areas for Rural Residential use at a density of one dwelling unit per 20 gross acres. Rural Residential areas with steep slopes and sensitive biological resources are given a "G" Designator and are subject to the Sensitive Resource Area Regulations of the Zoning Ordinance which require a Site Plan Review Process. These areas require a Resource Conservation Plan approved by the County prior to any development including clearing or grading.

The Specific Plan promotes the clustering of dwelling units to protect sensitive environmental resources, consistent with Regional Land Use Element Policies 1.3, 1.4 and 1.55. Also, in order to conserve the natural and visual resources of these hillsides, development in Rural Residential areas will be preceded by detailed environmental review prior to approval of any discretionary permits.

2.1.4 Interim Uses

Development of East Otay Mesa is expected to occur over an extended period of time. The County recognizes that agricultural uses, vehicular storage, and other temporary uses are appropriate interim uses in this area, provided that impacts

to planned industrial and commercial uses are evaluated pursuant to the Community Design Review Area Regulations.

Interim Use Policy

Policy LU-9: *Provide for interim land uses that are compatible with the planned industrial and commercial land uses.*

Implementation: The land use regulations of the Specific Plan allow interim uses by Major Use Permit, such as, but not limited to, agricultural and vehicular storage, construction equipment yards, building material storage yards, and nurseries. Such uses shall be limited to a maximum initial interim period of 5 years unless a finding is made that the proposed use has an overriding significant economic benefit to the region. Time extensions for additional 5 year periods may be permitted.

2.2 *Conservation and Open Space Element*

GOAL:

Promote the conservation of open space to preserve environmental resources and provide recreational opportunities for the industrial workforce and surrounding community residents.

East Otay Mesa Specific Plan Area is located in a special natural setting, at the edge of urbanization. This area is defined by the steep slopes of its eastern and northern perimeters. The steep slope area at the eastern perimeter provides a natural backdrop to the future industrial development in the flatter mesa and also contains an environmentally sensitive resource area that supports rare, endangered and threatened species of animal and plant life. On the northern perimeter of East Otay Mesa are Johnson and O'Neal Canyons, two deeply incised canyons with steep slopes that connect the Specific Plan Area to the Otay River Valley.

Figure 2-8, Conservation Plan, delineates the areas of steep slopes and biologically sensitive resources which are to be protected and conserved. Steep slopes are defined in the Specific Plan as areas with slopes greater than 15 percent that are not suitable for industrial development. In some cases, areas with lesser slopes were included in the conservation plan, either because they are within a contiguous area of very steep slopes, or because of the existence of biological resources in these areas.

An Environmental Resources and Constraints Study prepared early in the planning process indicated that biologically sensitive resource areas are defined as having maximum or high biological sensitivity as described in Section 1.3.2. These

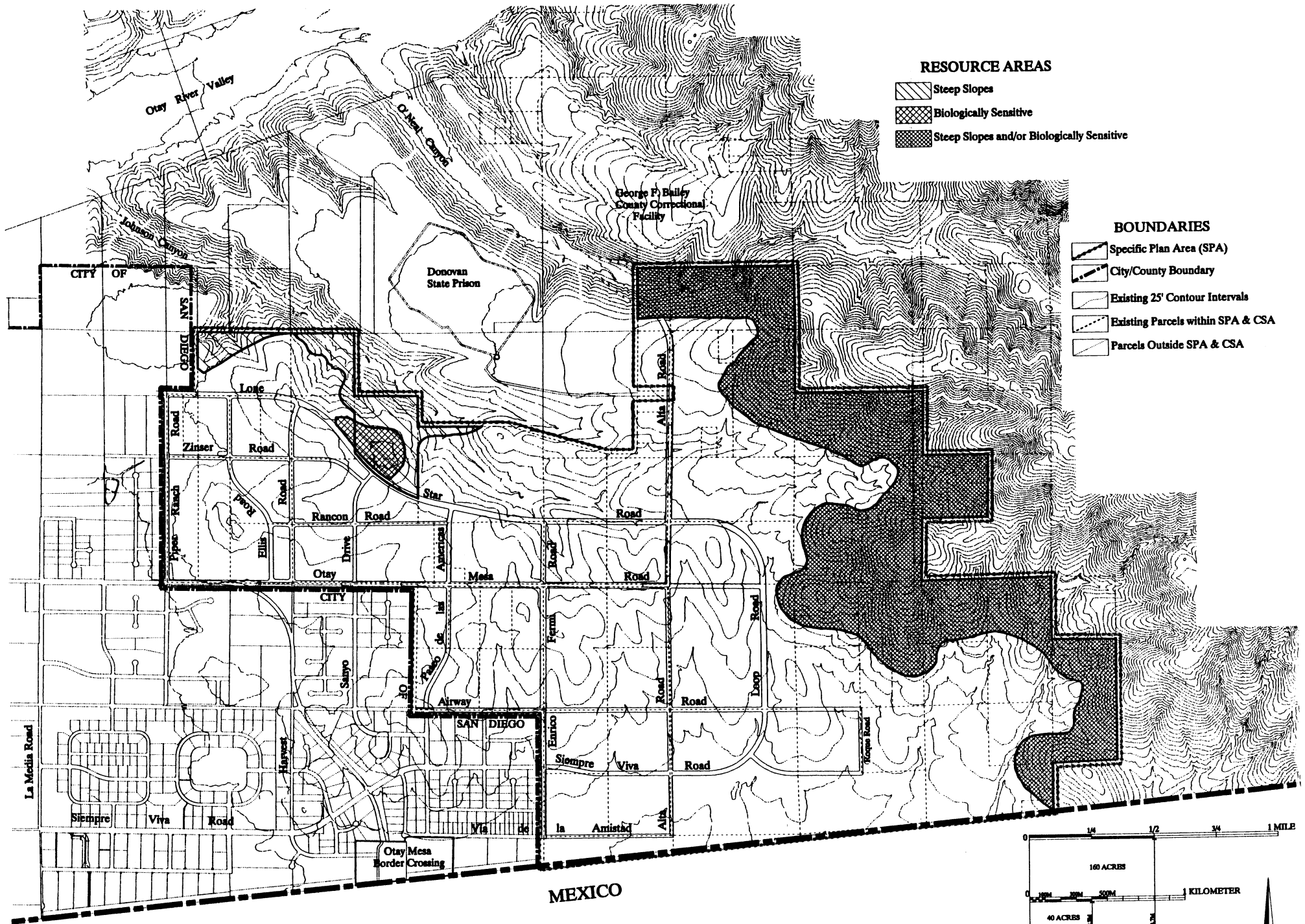


Figure 2-8, Conservation Plan

resources include: wildlife corridors, sensitive habitats with a high potential to support species, and wetlands such as vernal pools. In addition, during the preparation of the EIR, potential vernal pool habitat resources were identified adjacent to the international border.

Johnson and O'Neal Canyons are also important open space resources, not just for East Otay Mesa but for the region as a whole. As shown on Figure 2-9, Open Space Plan, East Otay Mesa is adjacent to the planned Otay River Valley Regional Park, one of the largest regional parks planned for the County. A joint powers agreement has been executed by the County of San Diego and the cities of Chula Vista and San Diego to plan, acquire and improve the land for this proposed Regional Park within the Focused Planning Area.

Pursuant to the 1992 Progress Plan, the Regional Park is intended to connect the southern end of San Diego Bay with the Otay Lakes, approximately 11 miles to the east. The goal of this park is to provide a mix of active and passive recreation opportunities and to protect and preserve environmentally sensitive areas. This regional open space corridor provides significant recreational opportunities for the East Otay Mesa industrial daytime population, as well as the existing and future residents within surrounding communities and the region. East Otay Mesa workers and visitors would have the opportunity to experience this Regional Park setting.

The Otay River Valley Regional Park Concept Plan identifies trail corridors within Johnson and O'Neal Canyons, linking the San Ysidro Mountain Range to the Ruiz Valley. Figure 2-9, Open Space Plan, shows these trail corridors, as proposed by the Specific Plan. The alignments shown for these trails differ slightly from the Otay Valley

Regional Park Concept Plan, where Johnson Canyon trail corridor is located farther north. This trail alignment is recommended because the future trail fits better with the existing contours of the land as well as with the proposed location of future development. Final location of this trail alignment will be coordinated with the Policy Committee for the Regional Park.

Conservation and Open Space Policies

Policy COS-1: Protect and conserve steep slopes and biologically sensitive areas in the Specific Plan Area.

Implementation: An Environmental Resources and Constraints Study prepared early in the planning process identified the presence of steep slopes and biologically sensitive resources in the Specific Plan Area. The steep slopes and biologically sensitive resource areas to be protected and conserved are indicated in the Conservation Plan, Figure 2-8. The areas include: (1) the eastern hillside area which has steep slopes and biologically sensitive resources, primarily coastal sage scrub, the habitat for the California gnatcatcher; (2) Johnson and O'Neal Canyons, which has steep slopes; and (3) an area west of Johnson Canyon, which contains both coastal sage scrub and vernal pool habitat.

The areas to be conserved are zoned Rural Residential, a very low density residential land use. In addition, areas that have steep slopes and are biologically sensitive are given a "G" Designator and are subject to the Sensitive Resource Area Regulations of the Zoning Ordinance. Approval of Resource Conservation Plans by the County is required for the development of areas identified with the "G" Designator. The purpose of the Resource Conservation Plan is for the property

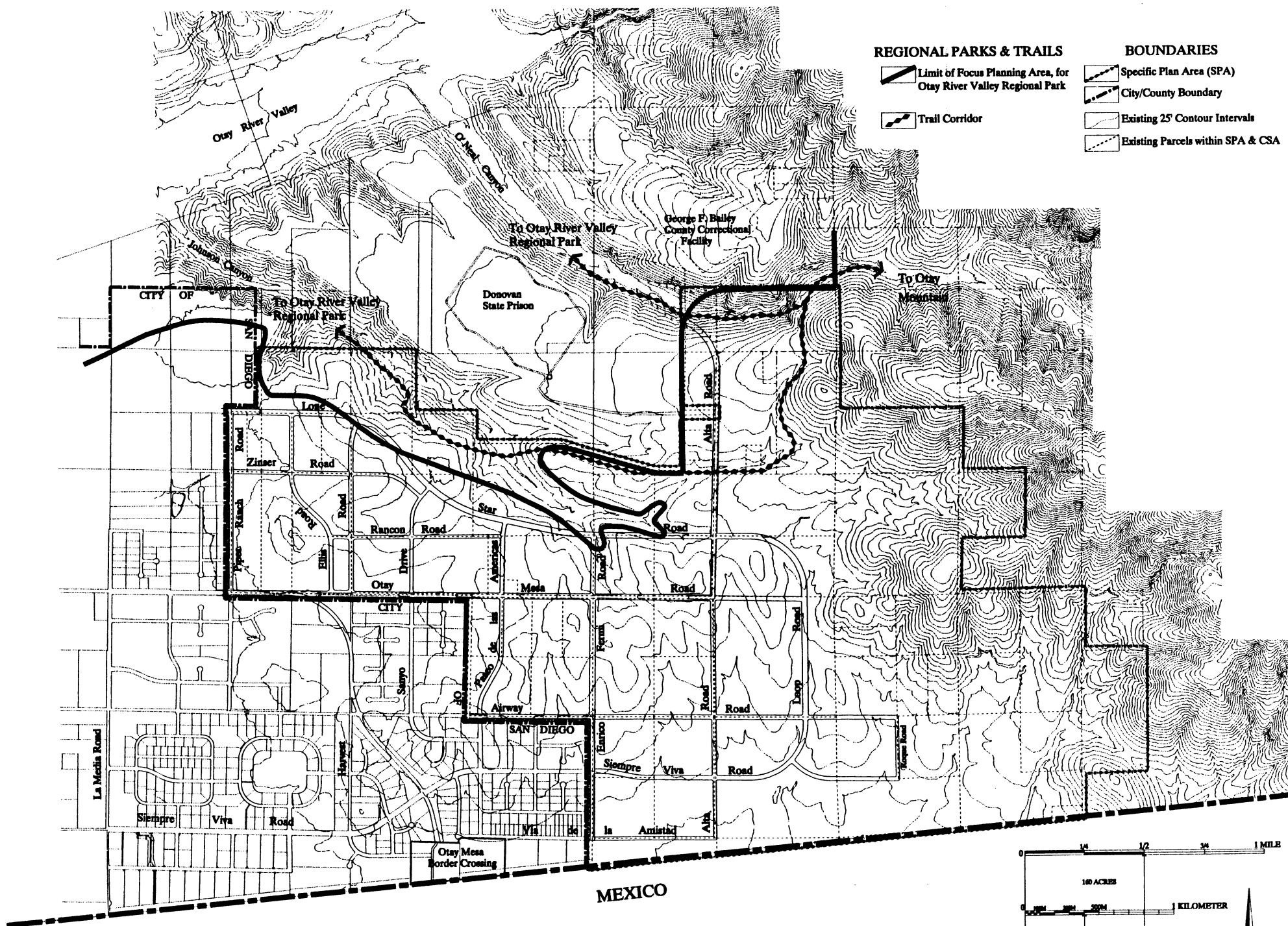
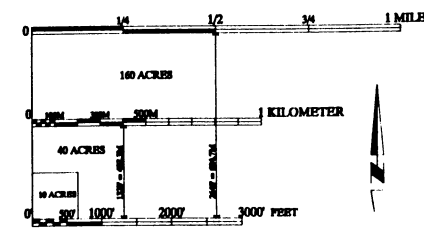


Figure 2-9, Open Space Plan



owner to address impacts to habitat and endangered species on their site. Mitigation of impacts to steep slopes and biologically sensitive areas will be completed prior to approval of any discretionary projects by avoidance of encroachment into areas greater than 15% slope and areas of unique vegetation communities or habitats of rare or endangered plant or animal species.

There are some Mixed Industrial and Commercial parcels with a "G" Designator that are not included in the Conservation Plan. Those parcels may submit a Resource Conservation Plan to permit industrial and commercial development pursuant to the Land Use Element of the Specific Plan as long as the resource impacts are fully mitigated. It is also the intent of the Plan that areas zoned for Rural Residential may be acquired or exacted for open space as a potential means of mitigating environmental impacts of industrial or commercial development to the extent possible consistent with State and Federal law.

Policy COS-2: Avoid any agricultural or pre-development clearing and grading on steep slope areas.

Implementation: The application of the Sensitive Resources Area Regulations for land with a "G" Designator, and Community Design Review Area Regulations for land with a "B" Designator, requires a Site Plan to be submitted that is subject to detailed review for any proposed clearing or grading, to insure compliance with this policy.

Policy COS-3: Request the Otay Valley Regional Park Policy Committee to modify the Otay Valley Regional Park Plan to show trail links as proposed in the Specific Plan Open Space Plan.

Implementation: County Department of Planning and Land Use and Parks and Recreation staff will coordinate with the Policy Committee and joint staff of the Otay Valley Regional Park project to amend the regional park concept plans for trails in Johnson and O'Neal Canyons in accordance with the East Otay Mesa Open Space Plan, Figure 2-9.

Policy COS-4: Facilitate the implementation of the Otay River Valley Regional Park and trails, consistent with the Park Concept Plan.

Implementation: Any commercial or industrial development permit application within the Focused Planning Area of the proposed Otay River Valley Regional Park as indicated on the Open Space Map, Figure 2-9, shall be reviewed for compatibility with the Park's goals as part of the Site Plan review process pursuant to the Community Design Review Regulations. Property owners filing applications requiring discretionary approval, including tentative maps, tentative parcel maps, major use permits, and minor use permits, will be required to dedicate a 20 foot wide easement for trail right-of-way in Johnson and O'Neal Canyons as indicated on the Open Space Plan for future trail connection of the East Otay Mesa Specific Plan Area with the regional trail systems. The Open Space Plan in Figure 2-9 depicts a conceptual trail corridor, however the precise alignment will be dedication within 500 feet of the depiction in Figure 2-9.

Policy COS-5: Protect and conserve significant cultural resource sites (archaeological and historical sites) in the Specific Plan area.

Implementation: Archaeological and historical surveys have been conducted over the majority of the East Otay Mesa Specific Planning Area. A

total of 70 cultural resource sites has been identified within the 3,300 acre project area.

Not all sites discovered have been tested for significance. Site locations have been identified only on the basis of surface surveys. For purposes of this project, all untested or un-evaluated cultural resource sites are considered important resources. Later, based on results of testing, the resources will be determined to be either important or not important. Those sites that are found to be not important will require no further analysis, and impacts will have been mitigated.

For sites determined to be important resources, alternate means of achieving mitigation of impacts will be pursued at the discretionary level of review. These include, but are not limited to, the following: 1) Site avoidance through placement of the site in an open space easement; 2) Site avoidance through capping the site with a sterile fill and placing landscaping over the top; 3) Additional data recovery through implementation of an excavation and analysis program; 4) A combination of one or more of the above measures.

Certain properties within the East Otay Mesa Specific Planning Area have already been tested for cultural resource significance, and reports have been approved by the County of San Diego. Impacts on these sites have been mitigated and no additional testing will be required. Please refer to Section 3.1.3, Archaeological Clearances and Appendix 2: List of Parcels with Archaeological Testing Clearance, or to the Draft Environmental Impact Report, East Otay Mesa Specific Plan, November 1993.

2.3 *Circulation Element*

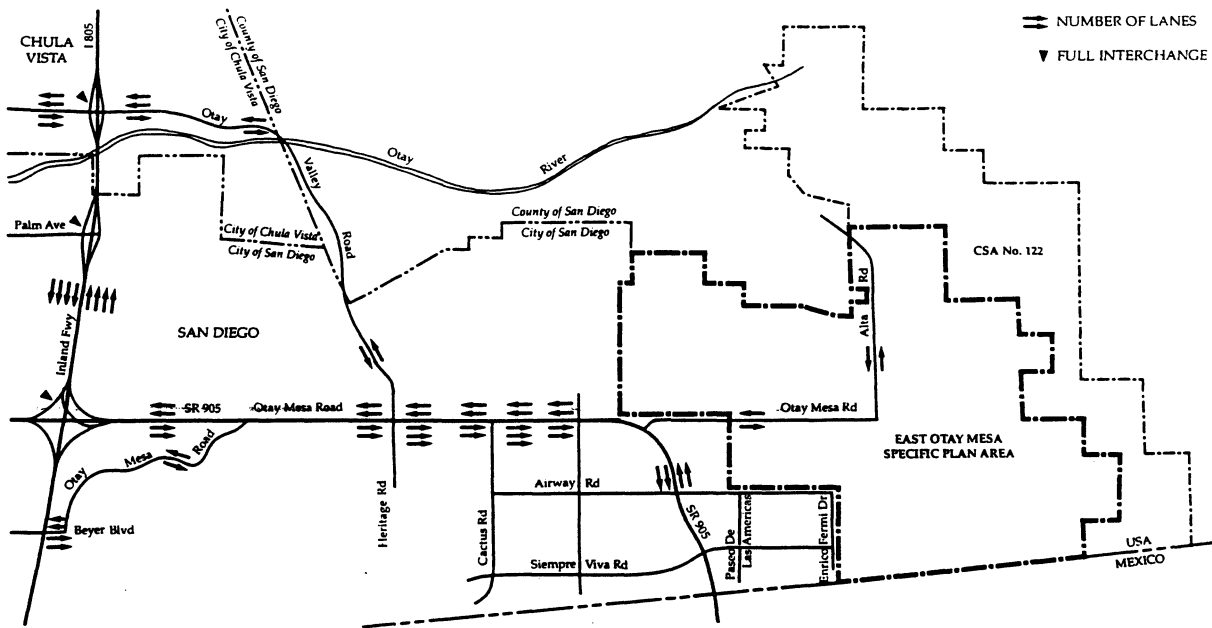
GOAL:

Provide a multi-modal transportation system consisting of highways, streets, and transit networks adequate to serve subregional transportation needs at an acceptable level of service.

The Circulation Element of the Specific Plan sets the framework in planning for and providing a safe, convenient and efficient circulation system. The Circulation Element identifies transportation facilities capable of supporting the anticipated growth in this area, consistent with the policies presented in the Land Use Element of the Specific Plan.

The planned circulation system within East Otay Mesa is influenced by the land use and circulation plans of a number of proposed large scale projects in the South Bay region. These projects are located in the County and adjacent jurisdictions, including the Cities of Chula Vista and San Diego. The Otay Ranch Project was planned jointly by the City of Chula Vista and the County of San Diego. Therefore, the land use changes and circulation improvements in the County and other jurisdictions were incorporated into the transportation analysis and preparation of the Specific Plan Circulation Element. In preparation of this element, there was extensive coordination with the above mentioned jurisdictions as well as Mexico, Caltrans, SANDAG and MTDB.

For a more detailed discussion of the Circulation Element refer to the supporting document, titled East Otay Mesa Circulation Technical Report.



Existing Roadways
Figure 2-10

2.3.1 Existing Conditions

Existing Roads

Existing roads are shown in Figure 2-10. Direct access to the site is currently via Otay Mesa Road and Alta Road, which are currently improved as two-lane streets within the project boundaries. Regional access is provided via a limited street system to the west which includes Interstate 805, State Route 905, Otay Mesa Road and Otay Valley/Heritage Road. In the following paragraphs, the characteristics of the existing transportation system are discussed.

Interstate 805 (I-805) is an eight-lane, north-south freeway which extends from a junction with Interstate 5 (I-5) on the south near the international border to a junction with I-5 on the north, near Del Mar.

State Route 905 (SR-905), formerly State Route 117, is an east-west four-lane road connecting the City of San Diego Otay Mesa community with I-5 to the west. Approximately one mile east of I-805, there is a break in the route, and SR-905 becomes Otay Mesa Road. The SR-905 designation begins again west of Harvest Road and continues to the Otay Mesa International Border Crossing.

Otay Mesa Road is an east-west facility which extends from Beyer Boulevard in the City of San Diego's San Ysidro community to Alta Road in the unincorporated area east of the San Diego city limits within the Specific Plan Area. Within the City of San Diego, Otay Mesa Road varies from four to five lanes (two westbound lanes and two to three eastbound lanes). East of the eastern junction with SR-905, Otay Mesa Road is an interim road, with the curb-to-curb width varying from approximately 24 feet near the intersection of SR-905 to 40 feet to the east.

Otay Valley Road/Heritage Road provides a continuous route between SR-905 and I-805, north of SR-905. At I-805 and Otay Valley Road, a full diamond interchange exists. Otay Valley Road is situated within the three jurisdictions of the City of San Diego, the County of San Diego and the City of Chula Vista. This facility represents the only existing Otay River Crossing east of I-805.

Alta Road is a two-lane 40-foot-wide curb-to-curb light collector road located within the unincorporated County area. This road, which is within the SPA, currently serves primarily as an access road to two prison facilities in this area: the County's George F. Bailey Detention Facility and the State's Donovan Correctional Facility.

Evaluation of Existing Traffic Conditions

Road standards adopted by the City of Chula Vista and the County of San Diego relate Level of Service to average daily vehicle trips for each of the various road classifications. Level of Service (LOS) is a quantitative measure of a road's operating performance expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. When evaluating daily traffic volumes, LOS C is generally considered an acceptable operating condition, characterized by stable flow, and is required by the County's Public Facility Element for new development.

For roads located within the City of San Diego, standards presented in the City's Street Design Manual identify a "recommended maximum average daily traffic volume" corresponding to each of the City's road classifications. Rather than relating daily traffic volume to level of service, the City's standards simply relate daily volume to this recommended maximum volume.

2.3.2 Regional Highways

Highway facilities outside the East Otay Mesa Specific Plan Area are illustrated in Figure 1-3 Regional Location Map. These facilities will form the linkages between the Specific Plan Area and the rest of the region. Major facilities are discussed in the following paragraphs.

Future regional roads play an important role in the development of East Otay Mesa. The proposed SR-125 tollway and SR-905 freeway are critical to accommodating the future development of the entire Otay Mesa Area. Financing for the construction of these two freeways has not been obtained. Currently, environmental studies are underway for SR-125.

State Route 125 (SR-125) is planned for construction as a tollway south from its present terminus at State Route 94 to the Otay Mesa International Border Crossing. South of State Route 54, SR-125 is proposed as a 10 lane facility. A private entity, California Transportation Ventures (CTV), has entered into an agreement with Caltrans to construct SR-125 as a private toll road. Construction of an interim four-lane SR-125 highway between SR-54 and I-905 as a toll facility could commence as early as 1997 and could be completed in 1998 depending on financing and environmental clearance.

Several alignments of SR-125 have been evaluated by Caltrans and CTV, taking into consideration traffic service, environmental constraints, and other matters. At this time, because of environmental constraints, the S2 alignment appears to be the most feasible preferred alignment. This alignment has been indicated in the Circulation Plan, Figure 2-12. An alignment, S1, which would place the Lone Star Road interchange mid-

way between Piper Ranch Road and Harvest Road was also considered. From the standpoint of service to the East Otay Mesa, especially regional commercial uses near SR-125, S1 would be preferred over S2. However, the August 1993 Alternatives Report eliminated further study of the S1 (Johnson Canyon) alternative due to extensive impacts to sensitive biological resources. The Circulation Element is based on S2, since that appears to be the alternative most likely to be implemented.

State Route 905 (SR-905) pursuant a 1991 Project Study Report prepared by CalTrans is planned for 8 Single Occupancy Vehicle (SOV) and 2 High Occupancy Vehicle (HOV) lanes between I-805 and SR-125/Harvest Road. The franchise agreement with CTV limits SR-905 to 6 SOV plus 2 HOV lanes during the franchise period.

The City of San Diego has performed a study for an interim four-lane road in the alignment of future SR-905 through the Otay Mesa community. The City indicates that they may pursue a four-lane interim facility when required in the corridor. Caltrans will consider a four-lane interim and ultimate design of this facility as a part of its EIR/EIS and route adoption process.

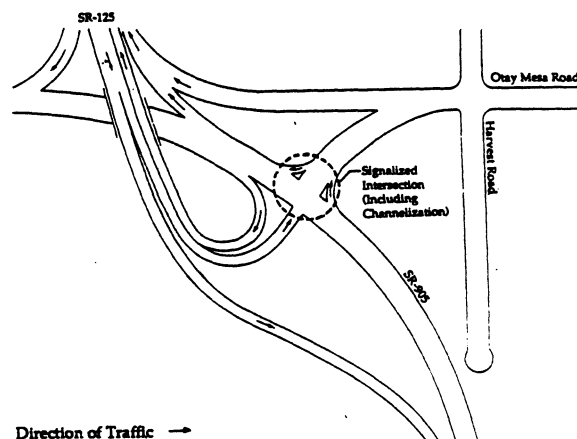
SR-125/SR-905 Interchange: Extensive discussions were held with Caltrans to arrive at a concept for the interchange complex at SR-125/SR-905 and Otay Mesa Road that would offer the East Otay Mesa area the best traffic service. As a result of these discussions, the previously considered eastern terminus of SR-905 at Harvest Road was revised to Otay Mesa Road west of Harvest Road which provides better service to East Otay Mesa.

The possibility exists that a new freeway may be extended easterly of the SR-905 and 125 inter-

change to connect with a potential future border crossing in the vicinity of Alta Road. If a future third border crossing is established, the East Otay Mesa circulation system would need to be re-evaluated.

The major impact an extension would have is on the interchange configuration. It would eliminate the eastbound off-ramp at Otay Mesa Road. However, the extension will provide two new interchanges at Enrico Fermi Drive and the loop Road.

Interim Interchange of SR-905/SR-125: At ultimate configuration, SR-905 and SR-125 will have a full freeway-to-freeway interchange, plus local access at Otay Mesa Road. Before the two freeways are fully constructed, there will be an interim interchange to accommodate all major traffic movements. The interim configuration is illustrated in Figure 2-11, Interim SR-125/SR-905/Otay Mesa Road Interchange. The interim interchange was developed in joint coordination with Caltrans to enhance the accessibility to East Otay Mesa.



Interim SR-125/SR-905/Otay Mesa Road Interchange
Figure 2-11

Otay Mesa Road is shown in the City of San Diego's most recent Circulation Element for the Otay Mesa Community as a six-lane Primary Arterial between the terminus of SR-905 and SR-125/Harvest Road.

State Route 54 (SR-54) is planned for future extension as a six-lane freeway between I-805 and future SR-125. SR-54 was completed as a freeway between I-5 and I-805. East of I-805 to Sweetwater Road, SR-54 is currently an expressway (South Bay Parkway). Caltrans indicates that improvements to SR-54 east of I-805 will occur in three phases. The first phase, which includes the segment from I-805 to approximately 1,000 feet east of Reo Drive, recently has been completed. The second and third phases, tentatively scheduled to begin construction in the fall of 1994, include construction of the segment from east of Reo Drive to west of Worthington Street, the expected location of the future interchange with SR-125. Construction is scheduled for completion in the fall of 1996.

Alta Road, in its future configuration, will provide a continuous six-lane north-south Prime Arterial from Lone Star Road on the south, north across the Otay River, intersecting with Otay Valley Road and Hunte Parkway. However, due to the environmental sensitivity of this road corridor, Alta Road is planned to be constructed at the ultimate buildout phase of the Plan after all Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies have been applied. Alta Road improvements will only be constructed if the need can be demonstrated based on traffic counts and further analysis.

Heritage Road/Paseo Ranchero will provide a continuous north-south six-lane Prime Arterial facility from future Siempre Viva Road in the

Otay Mesa community of the City of San Diego to Telegraph Canyon Road in Chula Vista. From Siempre Viva Road to just north of Otay Mesa Road, Heritage Road is planned as a six-lane Major Arterial, while to the north this road will be constructed to Primary Arterial standards.

Otay Valley Road will be improved and extended to the east as a six-lane Prime Arterial, connecting with the future Alta Road extension and a new six-lane Prime Arterial, Hunte Parkway, within the County of San Diego.

La Media Road is planned as a future river crossing and will provide a continuous six-lane Prime Arterial facility between Siempre Viva Road in Otay Mesa and East H Street to the north in the City of Chula Vista.

Regional Road Policies

Policy C-1: Promote the development of regional road facilities as necessary to accommodate future development in the East Otay Mesa Specific Plan Area.

Implementation: Through the discretionary permit process, property owners shall be required to reserve right-of-way for SR-905 and SR-125 freeways. Right-of-way reservation is not mandatory for the possible SR-905 future extension from SR-905/125 interchange to the possible future border crossing in the East Otay Mesa, including dedication of additional road right-of-way on Enrico Fermi Drive and Loop Road for future ramps and auxiliary lanes to access the freeway extension.

Policy C-2: Promote the development of interstate freeway facilities to the existing Otay Mesa Border Crossing and planned international border crossings in the East Otay Mesa Specific Plan Area.

Implementation: The County will coordinate with Caltrans to promote the development of SR-905 from the existing and planned international border crossings to I-805.

2.3.3 *Local Roads*

Planning Framework

The magnitude of existing and projected traffic volumes on a particular street represents the primary element of the hierarchy in an overall circulation system. The transportation system must also provide a balanced linkage between high traffic corridors and lower volume streets. The Circulation Element has proposed an on-site road system to provide adequate access to all existing and future land uses in the Specific Plan Area. The system consists of Industrial/Commercial Roads, Industrial/Commercial Collectors, Major Roads, Prime Arterials and Freeways.

Future Travel Forecasts

In order to plan for the future travel demand in East Otay Mesa, traffic forecasts were generated for buildout of the Specific Plan Land Use Element. The traffic forecasts incorporate the type and density of future land uses, the location and potential interaction of various land use types, as well as specific characteristics and capacity of each of the area's future roads.

The traffic forecasts were developed by SANDAG as part of the South Bay traffic model, which is based on the Series VII Regional Traffic Model. The South Bay traffic model incorporates the projected land uses identified in the East Otay Mesa area, as well as land use designations in the most recent General Plans of the City of San Diego, the City of Chula Vista, and the County of San Diego.

The model also incorporates the anticipated development for the Otay Ranch. From a regional planning perspective, there is a land use interdependence between Otay Ranch and East Otay Mesa projects. East Otay Mesa is designated as a major industrial and employment area with the exception of the limited rural residential uses in the eastern and northern hillside areas. Lying directly north of the East Otay Mesa, Otay Ranch is proposed to include a substantial residential component. The Specific Plan recognizes that to the extent that housing costs on Otay Ranch and types of employment (and income) in East Otay Mesa are compatible, there could be a major trip-making potential, allowing for some regional jobs/housing balance between these two areas.

Proposed Streets

Figure 2-12, Circulation Plan, shows the proposed road classifications. These classifications have been developed to serve the buildout traffic needs, and are based on the forecasts conducted in conjunction with the development of the Specific Plan. To determine the form of this network, it was necessary to consider the existing street network, physical constraints on the Mesa, new regional routes, and the potential for links with facilities in neighboring jurisdictions. Road locations and classifications are also determined by the existing and proposed land uses, their spatial relationships, and the projected traffic demand.

The proposed circulation network will provide internal circulation throughout the Specific Plan Area as well as access to the regional freeway system and major City of San Diego streets. Lone Star Road, Otay Mesa Road, and Siempre Viva Road are designated as Prime Arterials to carry Otay Mesa traffic east-west to the Freeway facilities. Alta Road is also designated as a Prime Arterial north of Lone Star Road to serve traffic

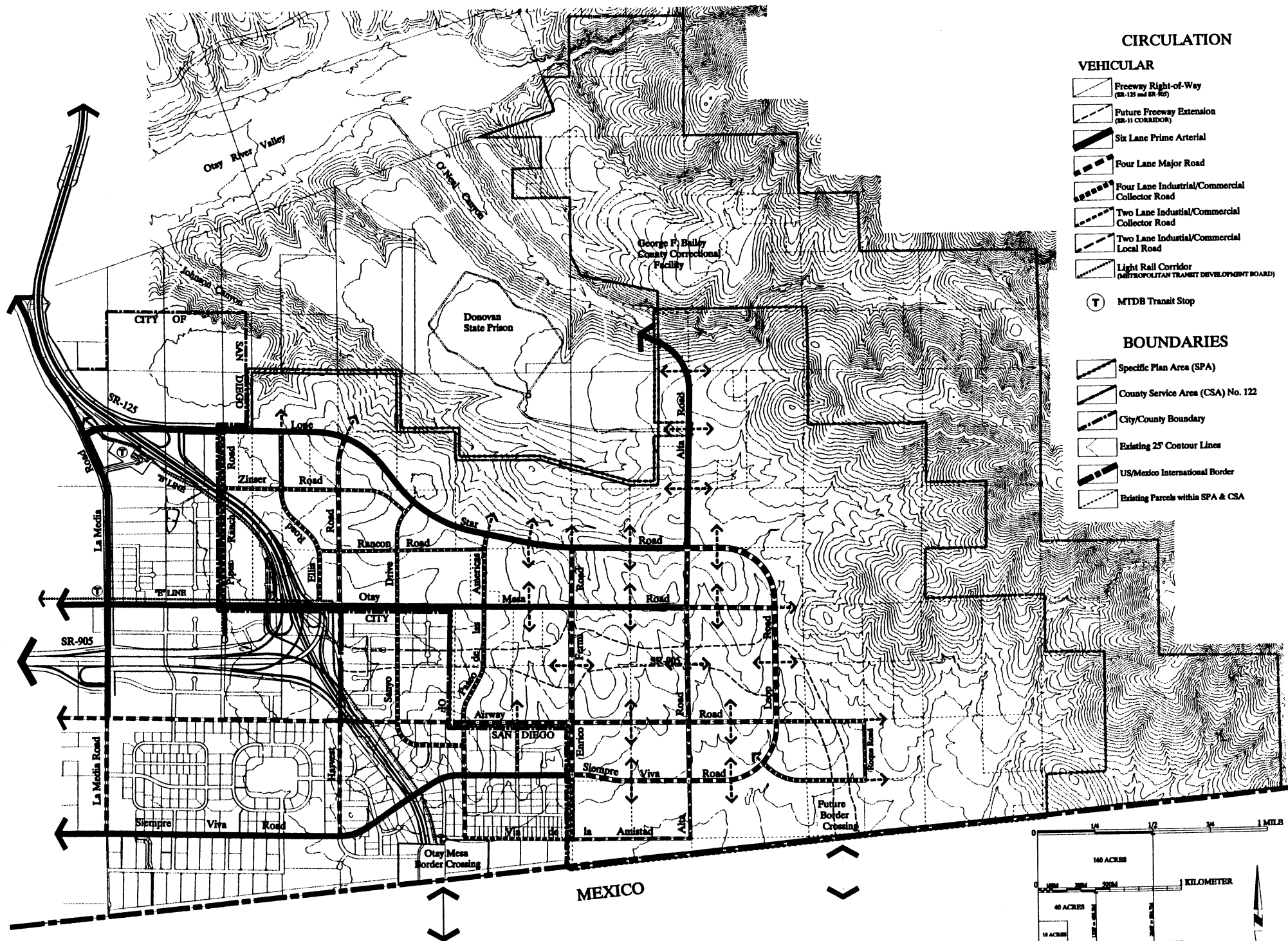


Figure 2-12, Circulation Plan

heading north to Otay Ranch. As explained previously, due to the potential existence of sensitive environmental resources in the Otay River Valley, this facility will be considered at the last phase of the project, only after all TDM and TSM strategies have been applied. Airway Road and each of the north/south roads are designated as Major Roads, two-lane Industrial/Commercial Roads, or four-lane Industrial/Commercial Collectors in the Circulation Plan. Each of these roads serves the internal circulation demand, as well as distributing the regional traffic from the Prime Arterials to the land uses within the Mesa.

The proposed streets have been developed assuming that SR-905 would be constructed east to SR-125. Possible extension of a freeway east of SR-125 to a future international border crossing has also been discussed. If this extension through the Specific Plan Area is ever built there would most likely be interchanges located at Enrico Fermi Drive and Loop Road. Also, the eastbound off-ramp at Otay Mesa Road would be eliminated. The freeway extension and location of freeway interchanges on these facilities would alter travel patterns and change the function of these road. If the freeway was to be extended, the following roads would have to be upgraded from Major to Prime. This would require a General Plan Amendment to modify the County Circulation Element.

- Loop Road - Airway Road to Alta Road
- Enrico Fermi Drive - Airway Road to Otay Mesa Road

In order to evaluate the projected operating conditions, the projected average daily traffic was compared to the road capacity for each of the Circulation Element roads. This allows for the evaluation of the operating Level of Service projected for each road. As in the case of the evaluation of

existing conditions, capacity or recommended maximum daily traffic levels were taken from the street capacity standards adopted by the various jurisdictions.

If all East Otay Mesa Specific Plan Circulation Element roads are built to the classifications recommended on Figure 2-12, they are all projected to operate consistent with the Public Facility Element standards, except for Otay Mesa Road between the SR-125/SR-905 Ramps and Sanyo Drive. This segment of the road west of Harvest Road is projected to operate at LOS E. To mitigate this impact, two additional auxiliary lanes are added to this segment, west of Harvest Road, to accommodate turning movements and through traffic. The projected level of service would be improved to LOS D. The proposed streets for the East Otay Mesa Specific Plan are expected to effectively serve the projected traffic associated with the level and type of development identified in the Land Use Element of the Specific Plan.

Local Road Policies

***Policy C-3:** Promote the development of local road circulation facilities to adequately serve the planned land uses in the East Otay Mesa Specific Plan Area.*

Implementation: The local on-site road system indicated in the Circulation Plan will be implemented by the property owners through the acquisition of land and construction of the “general interest portion” of Circulation Plan roads pursuant to County policies.

Through the discretionary permit process, property owners will be required to dedicate and improve the “local interest portion” of the Circulation Plan roads.

Policy C-4: *For the proposed emergency road along the international border, property owners shall reserve right-of-way, improve the road and provide reciprocal easements.*

Implementation: Property owners along the international border shall reserve a 30-foot right-of-way joint access road and utility easement. This will accommodate a 20-foot road along the Mexican border. This joint access border road conforms to the County's Road Standard Classifications for an Alley for pavement width requirements.

2.3.4 Local Road Standards

Freeways: The planning, design and construction of freeways in California is undertaken by Caltrans. As a result, they are not within the purview of a city or county. Nonetheless, the County's General Plan and the East Otay Mesa Specific Plan play an important role in the selection of potential freeway routes by determining, through land use proposals, the number of lanes required to carry projected traffic loads, as well as possible participation of County/City property owners in the financing of freeway improvements. The currently planned SR-125 and SR-905 freeways are included in the analysis and discussion of the circulation system for the East Otay Mesa Specific Plan.

Prime Arterial: These facilities handle from 30,000 to 50,000 vehicles per day, and have right of way for six lanes. Throughout East Otay Mesa, curb parking will be prohibited. Medians will be incorporated to separate opposing flows. No direct property access will be provided. Signalized intersections will be used for ingress and egress. Signalized intersections will not be less than 600 feet apart.

Separate left-turn lanes at major signalized intersections will be mandatory, with single or double left-turn lanes provided depending on the turning volume. Where feasible, a minimum of 300 feet plus appropriate taper would be provided for the additional left-turn lane. Separate right-turn lanes which also serve as bus loading areas will be considered at locations of high turn volumes.

Major Road: Major Roads handle trips in the magnitude of 25,000 to 35,000 vehicles per day. Major roads have four through lanes, along with single or double left-turn lanes at major signalized intersections. The required length and taper for an additional left turn lane is the same as with the Prime Arterial.

Industrial/Commercial Collector. This type of road has two travel lanes in each direction and provides access to abutting lots zoned for industrial or commercial purposes. They also collect traffic from intersecting Industrial/Commercial Roads which provide access to property which has an area of more than 5 acres and is zoned for commercial purposes, or which will be projected to carry more than 4,500 average daily vehicular trips. Industrial/Commercial Collectors shall be provided as follows:

1. Right-of-way shall be 88 feet.
2. Pavement width between the curb faces shall be 68 feet.
3. Knuckles may not be used.

Industrial/Commercial Road: This type of road has one travel lane in each direction and provides access to abutting industrial/commercial lots where the projected average daily vehicular trips are less than 4,500. Industrial/Commercial Roads shall be provided as follows:

-
1. Right-of-way width shall be 72 feet.
 2. Pavement width between the curb faces shall be 52 feet.
 3. Knuckles may be used in accordance with County standards.

Industrial/Commercial Cul-de-sac Road: An Industrial/Commercial Cul-de-sac is a two-lane road which terminates in a cul-de-sac and provides access to abutting lots zoned for industrial or commercial purposes. Cul-de-sac Roads are not specifically designated in the Circulation Plan. Industrial/Commercial Cul-de-sacs shall be used where the projected average daily vehicular trips do not exceed 1,000. Industrial/Commercial Cul-de-sac roads shall be provided as follows:

1. Right-of-way width shall be 72 feet.
2. Pavement width between the curb faces shall be 52 feet.
3. The maximum length shall be 1,200 feet.
4. The cul-de-sac shall have a minimum 60 feet property line radius.
5. The cul-de-sac shall be paved to a radius of 50 feet.
6. Knuckles may be used in accordance with County standards.

Border Joint Access Road: This road shall provide access along the international border.

1. Right-of-way width shall be 30 feet.
2. Pavement width between curb faces shall be 20 feet.
3. Knuckles may be used in accordance with County standards.

Truck Routes

The truck route system follows the arterial street system. Due to the overwhelming industrial character of the Specific Plan Area, all streets will

serve as truck routes, except that the local streets providing access to the residences located in the eastern hillsides will not be designated as truck routes.

Streets and driveways properly designed for typical traffic conditions can be inadequate where there is a significant amount of truck traffic. Industrial/Commercial Collector road standards are recommended for all four-lane non-Circulation Element roads, and the Industrial/Commercial Road Standards are recommended for all two-lane local roads. The Industrial/Commercial Collector roads allow slightly wider lanes to allow for the large turning radius and other operational requirements of large trucks.

In order to minimize impediments for truck operation and allow access for each of the land uses in East Otay Mesa, appropriate design standards shall be followed to accommodate the needs of truck traffic, access and loading activities. In addition, truck and trailer parking provisions shall be made on site for each of the proposed developments in order to avoid the need for street parking by trucks.

Intersections

In general, at the intersection of Circulation Element roads, the right-of-way and improvement requirements of each leg of the intersection may be changed to the next higher road classification, or to a special intersection design based on a traffic analysis of the intersection. As a rule, all intersections shall be planned four-way access where possible. The following standards are recommended for each of the Circulation Element roads:

Prime Arterial - An additional 12 feet of right-of-way shall be required to allow the provision of

dual left-turn lanes. Minimum length of the additional left-turn lane shall be 300 feet plus appropriate taper.

Major Road - Where the left-turn traffic volume is estimated to exceed 300 vehicles at peak hour, an additional 12 feet of right-of-way shall be required for provision of a dual left-turn lane. Minimum length of the additional left-turn lane shall be 300 feet plus appropriate taper.

Industrial/Commercial Collector - Where an Industrial/Commercial Collector intersects a Circulation Element road or where a left turn lane is specified, an additional 14 feet of right-of-way shall be required to provide a left turn lane. Minimum length of the additional left-turn lane shall be 250 feet plus appropriate taper.

Industrial/Commercial Road - Where an Industrial/Commercial Road intersects another Circulation Element road or where a left-turn lane is specified, an additional 14 feet of right-of-way shall be required to provide a left-turn lane. Minimum length of the additional left-turn lane shall be 200 feet plus appropriate taper.

All intersections and access roads on Circulation Element roads, Industrial/Commercial Collectors, and Industrial/Collector Roads shall provide a minimum curb return radius of 60 feet and a minimum property line radius of 50 feet due to the large amount of truck traffic projected in the East Otay Mesa area. Where the angle of intersection is less than 90 degrees, or where a sight distance problem may be anticipated, an increased property line radius may be required. For Circulation Element roads, installation of traffic signals will be determined by traffic warrants.

Intersection Spacing and Alignment

Minimum distance between roads entering into other roads shall be as follows:

1. Non-Circulation Element roads entering into other Non-Circulation Element roads shall have their centerlines separated by at least 200 feet.
2. Non-Circulation Element roads entering into a Circulation Element road shall have their centerlines separated by at least 300 feet.
3. Circulation Element roads entering into other Circulation Element roads shall have their centerlines separated by at least 600 feet.

The angle between centerlines of intersecting roads shall be as near a right angle as possible, but in no case less than 70 degrees or greater than 110 degrees. Where the angle between the centerlines is between 70 and 80 degrees or between 100 and 110 degrees, there shall be required on the acute angle corner of the intersection a taper to accommodate right-hand turning movements. Said taper shall be set back 5 feet at the exiting point of the curb return and extend 40 feet in such a manner as to safely allow completion of the right-hand turning movement.

The maximum grade at any intersection of two streets shall be 6 percent within the intersection and for at least 20 feet beyond the right-of-way of the intersecting street.

Where two road centerlines intersect, the lower classified road is not to intersect the primary road with a curve. Instead, the alignment of the lower classified road must intersect the primary road in a straight line for a length not less than the full width of the primary road's right-of-way.

Driveway Widths and Locations

Properties having less than 200 feet of frontage shall be permitted two driveways if the lot has at least 150 feet of frontage; the maximum width shall be 30 feet, and the minimum spacing shall be 60 feet between driveways.

Driveway areas for properties having 200 feet or more of frontage shall be limited to one driveway per 100 feet of frontage; the maximum width shall be 30 feet, and the minimum spacing shall be 60 feet between driveways.

On corner lots, driveways shall be located at least 30 feet from the end of the curb radius.

Local Road Policy

Policy C-5: Public road design and private developments shall follow all road standards of the Specific Plan.

Implementation: The County shall require construction of all public roads according to standards of the Specific Plan. The County shall review all discretionary permit applications for consistency with the Circulation Element of the Specific Plan.

2.3.5 Coordination with the City of San Diego

There are several locations in the Specific Plan Area where the Circulation Element roads vary between the City and County jurisdictions, beyond the differences in classification names. In some instances, the designated road classification and recommended number of lanes is different for the same facility on either side of the jurisdictional boundary. Each of these facilities is discussed in the following paragraphs.

Lone Star Road is needed as a six-lane Primary Arterial (City terminology) from La Media Road to Alta Road. In the City of San Diego, west of Piper Ranch Road, Lone Star Road is designated as a four-lane Major in the Circulation Element of the City's Community Plan. Circulation analysis indicates that a six-lane Primary Arterial would be needed extending west from Piper Ranch Road into the City of San Diego, due to the proposed S2 alignment of the SR-125 and the interchange with Lone Star Road near La Media Road. The traffic analysis suggests that six-lane Primary Arterial standards may be appropriate for Lone Star Road from Piper Ranch Road through the interchange to La Media Road.

Otay Mesa Road is needed as a six-lane Prime Arterial in East Otay Mesa from Piper Ranch Road to Alta Road. The City designates Otay Mesa Road as a six-lane Primary Arterial between Piper Ranch Road and the SR-125 Tollway. However, the City designates Otay Mesa Road as a four-lane Major east of SR-125. Circulation analysis indicates that Otay Mesa Road should be constructed as a six-lane Primary Arterial east of SR-125. In fact, between the westerly most SR-125 ramp terminal and Sanyo Drive, additional lanes will be needed to accommodate heavy traffic demand. As previously described, an eight-lane section plus turn lanes will be needed.

Siempre Viva Road is designated in the Circulation Plan as a four-lane Major Road east of Enrico Fermi drive. West of Enrico Fermi Drive the City of San Diego designates Siempre Viva Road as a four-lane Major, but transitioning to a six-lane Primary Arterial approaching Paseo de Las Americas. Furthermore, detailed design of Siempre Viva Road at SR-125 will need to incorporate proper transitioning between six lanes and the freeway by the provision of the appropriate turning lanes.

Piper Ranch Road is needed as a four-lane Industrial/Commercial Collector as shown on the East Otay Mesa Master Plan of Streets. The City classified Piper Ranch Road as a four-lane Major. Piper Ranch Road straddles the boundary between the City and County from Lone Star Road to Otay Mesa Road. Circulation analysis indicates that four-lane Collector status would be sufficient to serve the projected traffic.

Sanyo Drive is designated as a two-lane Industrial/Commercial Road on the East Otay Mesa Master Plan of Streets from Lone Star Road to Otay Mesa Road. The City classifies Sanyo Drive as a four-lane Collector south of Otay Mesa Road. The circulation analysis indicates that a two-lane Industrial/Commercial Collector would be sufficient north of Otay Mesa Road. Detailed design of Sanyo Drive at the Otay Mesa Road intersection will need to incorporate proper transitioning between two and four lanes across the jurisdictional boundary.

City of San Diego Road Coordination Policy

Policy C-6: Promote circulation coordination between the County of San Diego and the City of San Diego to develop a safe and efficient roadway system for Otay Mesa.

Implementation: The County will coordinate with the City of San Diego on reclassifying the following street sections to be consistent with the East Otay Mesa Specific Plan:

- Lone Star Road
- Otay Mesa Road
- Siempre Viva Road
- Piper Ranch Road
- Sanyo Drive

2.3.6 *Alternative Modes of Transportation*

Public Transit

Public transit represents an opportunity to help achieve air quality enhancement goals and to reduce vehicular traffic. The development of public transportation facilities, while considered highly desirable for East Otay Mesa, will take place over a period of time, since no firm plans or funding sources have been identified at this time.

The recent Metropolitan Transportation Development Board (MTDB) South Bay Public Transportation Plan proposed a light rail transit (LRT) line to serve the Otay Mesa area. A 29-mile light rail loop line would connect the existing light rail station at 24th Street in National City with the Otay Ranch area, the Otay Mesa International Border Crossing, and the Iris Street station in San Ysidro.

Figure 2-12, Circulation Plan, shows the extension of the MTDB planned LRT lines into East Otay Mesa. The north-south line would generally follow SR-125 alignment to provide access between Chula Vista, Otay Ranch and the international border. The east-west LRT line would follow Otay Mesa Road. The two lines would come together at the transit station at SR-905/SR-125/Otay Mesa Road. The stations in the vicinity of the Specific Plan Area would be at SR-125 and Lone Star Road, SR-125 and Otay Mesa Road and SR-125 at the Otay Mesa International Border Crossing.

Industrial areas, because of the need for large lots and low employment density, generally are difficult to serve by public transportation. To the extent possible, the design of individual buildings

and the layout of the entire area should take advantage of the public transportation service opportunities and the need to facilitate pedestrian access. The station at SR-125 and Otay Mesa Road would be located in a commercial area to promote transit-oriented development. Bicycle racks and/or storage lockers should be placed at transit stops along the LRT route.

A local bus shuttle may be developed to connect the station at SR-125 and Otay Mesa Road with the industrial areas in East Otay Mesa. The shuttle could run on Otay Mesa, Enrico Fermi, Siempre Viva and La Media as indicated in MTDB's South Bay Public Transportation Plan.

Prior to the development of the LRT line, public transportation service in the Otay Mesa area would be provided exclusively by express buses. The bus service plan considered by MTDB would be via the SR-125 corridor from the Lemon Grove/La Mesa area. Buses would stop near the SR-125/-905 ramp terminals. The timing of such bus service would be contingent on the timing of construction on SR-125.

Development of the LRT line, as shown on Figure 2-12, would create potential conflicts between the LRT lines and roads where crossings are needed. It is assumed that any road projected to carry a daily traffic volume greater than 30,000 vehicles would warrant grade separation of the crossing. Based upon this criterion, the following road/LRT crossings should be considered for grade separation.

- Lone Star Road - West of SR-125
- La Media Road - North of Otay Mesa Road
- SR-125 (including ramps) - North of Otay Mesa Road

- Otay Mesa Road - East of Ellis Road/SR-125/SR-905 Ramps
- Siempre Viva Road - East of SR-125

Freight Rail Service

Development of freight rail service in the Specific Plan Area along Airway Road to connect with the international border at San Ysidro has been discussed. There are currently no adopted plans to implement such service. However, if a freight rail line along Airway Road proves feasible, the development of such service should be encouraged. Freight rail service is especially critical to this region in light of limited transportation capacity. Implementation of a freight rail line may require additional right-of-way which may require an amendment to the Specific Plan.

Bicycle Routes and Facilities

The bicycle is increasing in popularity as a mode of transportation for commuter travel as well as for recreation. This is due to the growing cost of motor vehicle operation, the significantly shorter portal-to-portal time when bikes are used on short trips, the increasing awareness and desire of travelers to utilize clean-air travel methods and the acceptance of the bicycle for personal health, exercise, and increased mobility.

Use of the bicycle as a commuting mode of transportation would be limited due to the proposed land uses of the Specific Plan. It is likely that the vast majority of workers within East Otay Mesa will be traveling from areas outside of the Mesa, such as Otay Ranch, portions of the City of San Diego, and Chula Vista, and possibly from the International Border Crossing.

To encourage use of the bicycle within the Specific Plan Area, a basic system of bikeways has been designated for the Mesa. An aspect of the

Specific Plan that will complement incorporation of the bicycle into the whole circulation plan transportation mix is the prohibition of “on street” parking. The absence of parked trucks and cars on the roads on the Mesa together with wide curb lanes will allow the bicyclist to use the roads as a Class III shared facility for bicycle travel.

Continuous commuter access for bicyclists along the major regional transportation corridors passing through the East Otay Mesa Specific Plan Area will be provided by a separated bike path, Class I facility, to be designated along the alignments for the future SR-905 Freeway Extension Corridor and the SR-125 Tollway. This is consistent with existing access currently provided bicyclists in the San Diego County Region. These Class I bicycle routes will connect with the planned light rail transfer station.

The City’s adopted Otay Community Plan for the West Mesa indicates a bike route on Otay Mesa Road linking with the proposed MTDB light rail transfer station planned for near the interchange of SR-125 and SR-905. This would allow employees to keep a bike parked at the transit station. Transit riders might choose to use bicycles to get from the stations in the west to jobs within the Mesa. The combined transit/bicycle mode choice may provide a viable alternative to the automobile. MTDB should be encouraged to provide bike racks or lockers at the planned transit station site and other locations as appropriate to encourage intermodal transfers.

Pedestrian Circulation

The pedestrian is an integral part of the circulation system and requires appropriate attention in the Circulation Element. The sidewalk is an area of refuge that represents a convenient and safe route for pedestrian transport.

The vast amount of employees in the Specific Plan Area that would take mid-day lunch and shopping trips necessitates the establishment of a pedestrian circulation system that will support and encourage walking as a mode of transportation. Pedestrian travel in the vicinity of the areas containing support commercial uses could be significant and should be encouraged.

In order to allow pedestrian travel to be as attractive as possible, it is necessary to keep the sidewalk area free of obstructions to allow for the free flow of pedestrians. In addition, the reduction of pedestrian/auto conflicts must be considered. Utilizing crosswalks and signal timing is one method of accomplishing this. The removal of the pedestrian/auto conflicts could significantly improve safety conditions.

Pedestrian circulation will be particularly important in the designated commercial areas of the Specific Plan. Development should be designed to encourage walking from industrial uses to support commercial uses, and from the potential rail station to the regional commercial area. Reciprocal easements for pedestrian access between transit, commercial and industrial land uses is encouraged.

Alternative Modes of Transportation Policies

Policy C-7: Promote the development and use of a regional transit system to serve the East Mesa.

Implementation: The County will coordinate with the Metropolitan Transit Development Board (MTDB) to implement regional bus and future LRT service to the East Otay Mesa area. The County will encourage the location of a transit transfer station at Otay Mesa Road and the SR-125

corridor in order to facilitate transit access to the East Mesa and promote transit oriented development (TOD).

Policy C-8: Property owners shall dedicate right-of-way for light rail and/or bus facilities as shown in the MTDB South Bay Public Transportation Plan (March 1993).

Implementation: Through the Tentative Subdivision Map process, a 5.5 acre transit transfer station site shall be reserved for acquisition and property owners shall dedicate a 35-foot right-of-way for LRT guideway, and reserve the 5.5 acre transit transfer station site where applicable; or enter into an agreement with MTDB to dedicate such right of way contingent upon MTDB's performance as described below.

The light rail dedications along SR-125 to SR-905 shall be contingent upon determination of an alignment location and funding source. Unless the light rail project is included in SANDAG's Transportation Improvement Program within ten years of the adoption of this Specific Plan, the condition to dedicate right-of-way for the light rail will not be required of any further subdivisions.

Should plans for the East Otay Mesa light rail be allowed to expire as outlined above, owners of previously dedicated transit right-of-way may apply to the County for vacation of the right of way.

Policy C-9: Promote connections between transit stops and employment destinations in East Otay Mesa.

Implementation: The County DPLU and DPW

will coordinate with MTDB, appropriate transit agencies, and property owners, to implement a local bus shuttle service to serve the East Otay Mesa Area. This will include provision of bus stop shelters along the proposed bus route for the convenience of bus patrons. This facility shall be implemented in conjunction with a Transportation System Demand Program. Property owners may be asked to finance local bus service through a local improvement district in accordance with County and MTDB transit policies.

Policy C-10: Promote development of freight rail service to East Otay Mesa.

Implementation: The County and Caltrans will further coordinate with rail line operators and other agencies as appropriate to promote freight rail service to East Otay Mesa. In initial contacts with the railroad operators, Caltrans, and the City of San Diego, representatives have indicated an interest to pursue further analysis.

Policy C-11: Provide for development of a bicycle system that will provide a safe and convenient means of transportation for bicyclists.

Implementation: The Circulation Element allows bicycle routes in mixed flow on all Circulation Element roads. The objective of these bicycle routes would be connecting transit facilities with appropriate employment areas as individual projects are reviewed.

To encourage transit riders to use bicycles, the County should coordinate with MTDB to provide bicycle racks and lockers at light rail stations to encourage bicycle use.

Policy C-12: Promote pedestrian circulation in East Otay Mesa.

Implementation: Require all road rights-of-way in East Otay Mesa to include a sidewalk in accordance with County standards. As part of the discretionary permit review process, the County will encourage pedestrian connections between transit station sites, industrial and commercial uses. In this regard reciprocal access between appropriate properties will be encouraged.

2.3.7 Regional Transportation Management

Regional Planning Programs and Growth Management

Several State and regional programs have been developed to improve air quality and traffic congestion in the San Diego region. Among other elements, these programs focus on improving the balance between the single-occupant automobile and other transportation options. In addition, requirements have been enacted to ensure that local jurisdictions consider the effects of new development on neighboring jurisdictions and regional infrastructure.

These programs include the Regional Air Quality Strategy (RAQS) and Congestion Management Program (CMP). As part of the RAQS, Transportation Control Measures are being developed which include a single occupant auto trip reduction strategy. The Air Pollution Control District (APCD) is also developing Indirect Source Controls to reduce traffic generated by employers and new development. The CMP also includes the development of a trip reduction ordinance and travel demand element that promotes alternative trans-

portation modes. Furthermore, the CMP requires the analysis of land use environmental and regional cumulative impacts to the regional transportation system. Early coordination with adjacent jurisdictions, Caltrans and transit agencies is also required.

One of the most important land use/transportation recommended actions of the CMP is the development of design criteria or guidelines that enhance opportunity for transit oriented development to improve accessibility for pedestrians, bicycles and transit.

The regional programs place certain requirements upon local jurisdictions and private projects. These requirements, fully described in the following documents available at APCD and SANDAG, promote travel reduction and enhance regional air quality and encourage transit oriented development:

- Regional Growth Management Strategy (RGMS)
- APCD Proposed Regulations XIII - Transportation Control Measures
- Regional Air Quality Strategy (RAQS)
- Congestion Management Program (CMP)
- Regional Transportation Demand Management Program
- Regional TDM Program - Employment Traffic Element
- Pedestrian Access Program

As mentioned above, these programs offer opportunities and requirements for the jurisdictions and private development to implement specific proposals.

Transportation Management

As part of the Specific Plan Circulation Element, Transportation System Management (TSM) and Transportation Demand Management (TDM)

techniques are proposed to allow for cost-effective methods of improving traffic conditions. Road system expansion alone should not be solely relied upon to serve all projected circulation needs within the East Otay Mesa Specific Plan. TSM and TDM techniques will have to be incorporated as an integral part of the transportation system in the future. The above mentioned regional programs require that TSM and/or TDM programs be developed for projects, consistent with specified policies or guidelines. The recommendations presented in the Specific Plan Circulation Element are developed in accordance with all appropriate State and County programs.

Transportation System Management (TSM): Transportation System Management techniques are generally considered low cost methods of improving the transportation system capacity, relative to the costly capital improvements. These methods involve changes and modifications to the existing transportation system that allow improvements in the system operation, without major capital expenditures. Caltrans defines TSM projects as those projects designed to increase the number of person trips which can be carried on the system without significantly increasing the design capacity or the number of through lanes.

A variety of TSM techniques were considered during the development of the Specific Plan Circulation Element. The applicability of each TSM technique for implementation at specific locations in the road system will be determined at the project specific design stage. The following are included as part of the East Otay Mesa Specific Plan Circulation Element to be implemented as appropriate for each future project:

- Auxiliary lanes, such as acceleration and

deceleration lanes

- Intersection improvements including additional turn lanes, channelization, and implementation of signal coordination
- Restriction of on-street auto and truck parking
- Commuter information systems, such as changeable message signs, highway advisory radio, computer bulletin boards, telephone call-in systems, and related lines with other city or state traffic operations centers, possibly in connection with the border crossing. Caltrans has the responsibility for implementation of commuter information systems along their freeway and tollway right of ways.
- Improvements designed to assist traffic flow related to transit vehicles, such as bus turn-outs and signal preemption systems.

Depending on the nature and type of anticipated development, these improvements will be required.

Transportation Demand Management (TDM): Transportation Demand Management programs are intended to reduce the number of vehicle trips in the circulation system. TDM techniques can be an effective tool in reducing air pollution, as well as traffic congestion. SANDAG has developed a comprehensive Regional TDM Program for the County of San Diego. The businesses in East Otay Mesa may be required to participate, plan, and maintain TDM programs consistent with all appropriate State, Regional and County guidelines, policies and requirements.

Potential TDM techniques that could be appropriate for incorporation into the various TDM plans include but are not limited to:

- Flexible work schedules to reduce demand during the peak commuting periods
- Compressed work week to reduce the number of commuting days
- Carpooling and van pooling
- Employer subsidized transit passes
- Provision of bike storage areas and showers at places of employment to encourage the use of bicycles for commuting
- Provision of transit or shuttle service from work sites to transit transfer nodes on the western edge of the Specific Plan Area
- Tele-commuting
- Preferential carpool parking

Regional Transportation Management Policy

Policy C-13: Promote a variety of techniques to maximize the efficiency of the existing and planned transportation network.

Implementation: The County will work with other agencies in the region to comply with the San Diego County Regional Growth Management Strategy (RGMS), Congestion Management Program (CMP), and Air Quality Plan Transportation Control Measures. Businesses within East Otay Mesa will need to comply with any Regional Transportation Demand Management (TDM) Program as it is promulgated.

2.3.8 Phasing Considerations and Traffic Monitoring

The intent of the Specific Plan is to allow development in East Otay Mesa to occur in response to market forces. The property owners have expressed a strong desire to maintain a phasing flexibility to allow individual property owners to have the option of responding to industrial, commercial, and residential real estate market demand, while maintaining adequate levels of public and private services and facilities.

Existing transportation facilities that provide regional connection to Otay Mesa (City and County portions) are congested. Otay Mesa Road and Heritage Road (Otay Valley Road) both indicate capacity deficiencies. Assuming that roads can be improved, development in the City of San Diego portion of Otay Mesa is likely to take place within the same time frame, or ahead of, development in East Otay Mesa. Therefore, in phasing considerations, the mutual interests of the City and County must be taken into account.

The best opportunity for providing additional vehicular capacity on Otay Mesa is the extension of the SR-905 freeway to Heritage Road along the expected ultimate alignment of the route. Such an improvement would be subject to the environmental review process for the entire SR-905 freeway improvement. The extension of the SR-905 freeway to Heritage Road would make it possible to develop a total of 1,000 additional gross acres in addition to the existing development at Otay Mesa, which could be allocated as 500 gross acres in the City and 500 gross acres in the County. The SR-905 extension was judged to be the most appropriate means of increasing vehicle capacity on Otay

Mesa. Other alternatives, including the possible use of existing arterial roads feeding into the Palm Avenue interchange, were studied and deemed infeasible.

Phasing and Monitoring Policies

Policy C-14: Work with the City of San Diego and Caltrans to expedite the construction of the SR-905 freeway. Support the extension of SR-905 to Heritage Road as an early first phase improvement.

Implementation: The County will maintain continuing contact with the City of San Diego and Caltrans to keep abreast of funding developments pertaining to the Intermodal Surface Transportation Efficiency Act (ISTEA) and the North American Free Trade Agreement (NAFTA), to take advantage of any funding opportunities including demonstration grants. The County will assess whether fair share funding by property owners can help expedite the SR-905 extension.

Policy C-15: Monitor traffic growth in East Otay Mesa and its effects on the transportation system.

Implementation: Due to the location of this project, where development circumstances may change as a result of national or regional agreements and/or facilities and to ensure that Specific Plan assumptions on the nature of future industrial development in this area is validated, a traffic count monitoring report will be prepared annually or more frequently if determined necessary by the County, to assess impacts of development in East Otay Mesa. The reports will analyze land use development to validate a number of factors including trip generation and modal split characteristics as well as other issues such as transit service. Prior to the issuance of any building permits in

East Otay Mesa, the County shall establish a baseline condition for daily traffic volumes (ADT) on the facilities to be monitored. These facilities will include:

- Otay Mesa Road (east of Harvest Road)
- Airway Road (east of Paseo de la Americas)
- Siempre Viva Road (east of Paseo de la Americas)

The County, with funding from property owners, will compare the traffic volumes after development to the baseline condition. Until all necessary improvements are in place, the report shall be repeated annually, or more frequently if determined necessary by the County.

Property owners may, at their expense, conduct 24-hour traffic counts at the driveways of industrial development in East Otay Mesa on a periodic basis to provide supplemental information to verify traffic generation rates for industrial development.

2.3.9 Other Regional Circulation Considerations

The East Otay Mesa Specific Plan is located in one of the fastest developing urban areas in the nation. The proposed expansion of Brown Field General Aviation Airport, proposed rail transit service, two planned freeways, the expansion of Otay Mesa International Border Crossing, potential freight rail service and possible new border crossing in the project area, represent a need for ongoing interface between all regional transportation modes and systems throughout the development process. Intermodal freight shipping is of particular importance to this region due to the

proposed industrial character of the Specific Plan and international trade potential provided by proximity to the international border.

Possible International Border Crossing and Possible New Highway Extension East of the SR-125/905 Interchange

With the impetus of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the North American Free Trade Agreement (NAFTA), Caltrans is reviewing and evaluating the feasibility of establishing an additional border crossing in Otay Mesa as shown on Figure 2-12, Circulation Plan. This future crossing would be located in the East Otay Mesa Specific Plan Area, about 2 miles east of the existing Otay Mesa Border Crossing. If implemented, the future crossing would connect directly with existing and planned toll roads on the Mexican side. On the U.S. side, a road connection is also necessary.

If a future border crossing is established, a new freeway connection easterly of SR-905 will most likely be made. Preliminary concepts indicate that SR-905 and SR-125 would form a complete freeway-to-freeway interchange with local access to Otay Mesa Road or Harvest Road. The new freeway would have arterial street interchanges at Enrico Fermi Drive and the Loop Road east of Alta Road.

If the future border crossing is implemented, the East Otay Mesa Specific Plan shall be reviewed and appropriate revisions made.

Other Circulation Consideration Policies

***Policy C-16:** Assure that necessary road improvements are provided to mitigate project impacts.*

Implementation: The County shall not grant tentative approval of any proposed subdivision map or discretionary permit until a traffic study is conducted and conditions are imposed on the project to ensure that the project complies with the Public Facility Element. Applicants for discretionary permits shall be required to comply with the requirements of a Regional Transportation Financing Program to pay their fair share of off-site transportation linkages, if such a program is adopted by the Board of Supervisors.

***Policy C-17:** Support a future international border crossing in East Otay Mesa.*

Implementation: If the appropriate federal government agencies approve the siting of an additional international border crossing in the East Otay Mesa Specific Plan Area, the Specific Plan shall be reviewed by the County to ensure Specific Plan compatibility and consistency with the proposed location. Although the location of this facility was analyzed in detail during preparation of the Specific Plan, it is recognized that a future amendment of the East Otay Mesa Specific Plan may be required to accommodate this facility in light of any changed circumstances. Land uses and planned transportation facilities in the Specific Plan shall be reviewed if the additional border crossing is approved to determine any necessary changes to the Specific Plan.

Although, the location of this facility as well as the supporting transportation facilities have been analyzed in detail during the preparation of the Specific Plan, due to the potential for a significant change in circumstances at the time of appropriate approvals of this facility by the responsible agencies, it is proposed that a future amendment of the East Otay Mesa Specific Plan may be required to accommodate this facility specifically including changes to the land use and circulation elements of the Specific Plan.

2.4 *Urban Design Element*

GOAL:

Promote well designed infrastructure, buildings and landscaping, both in the public and private realms, that create a distinct urban image and establish a unique sense of identity for East Otay Mesa.

The Urban Design Element of the Specific Plan presents an overall urban design concept for East Otay Mesa. The intent is to create a modern industrial and business park with well-landscaped streets and high quality structures that has a distinctive signature image. The elements of the area-wide design concept and image are: the preservation of prominent land forms and natural features, a unified public streetscape, detailed standards for design of private development and public buildings, and specific recommendations for special visual amenities such as plazas, parks and public art. The combination of these elements can create an area-wide image for East Otay Mesa, to attract potential investment, tenants, and employees to the area.

Streetscape Plan

Figure 2-13, Streetscape Plan, indicates an overall design theme for the public streetscape in East Otay Mesa. The accompanying sketches, Figures 2-14 through 2-22, indicate an urban design that includes concept street trees and parkway setback softscaping for different roads in East Otay Mesa. The Loop Road, inclusive of Lone Star and Siempre Viva segments, will continue the streetscape of palm tree “grand alle” planting that currently exists on the City’s portion of the Siempre Viva Road in Otay International Center. Newly planted palms should be of the same size as those existing

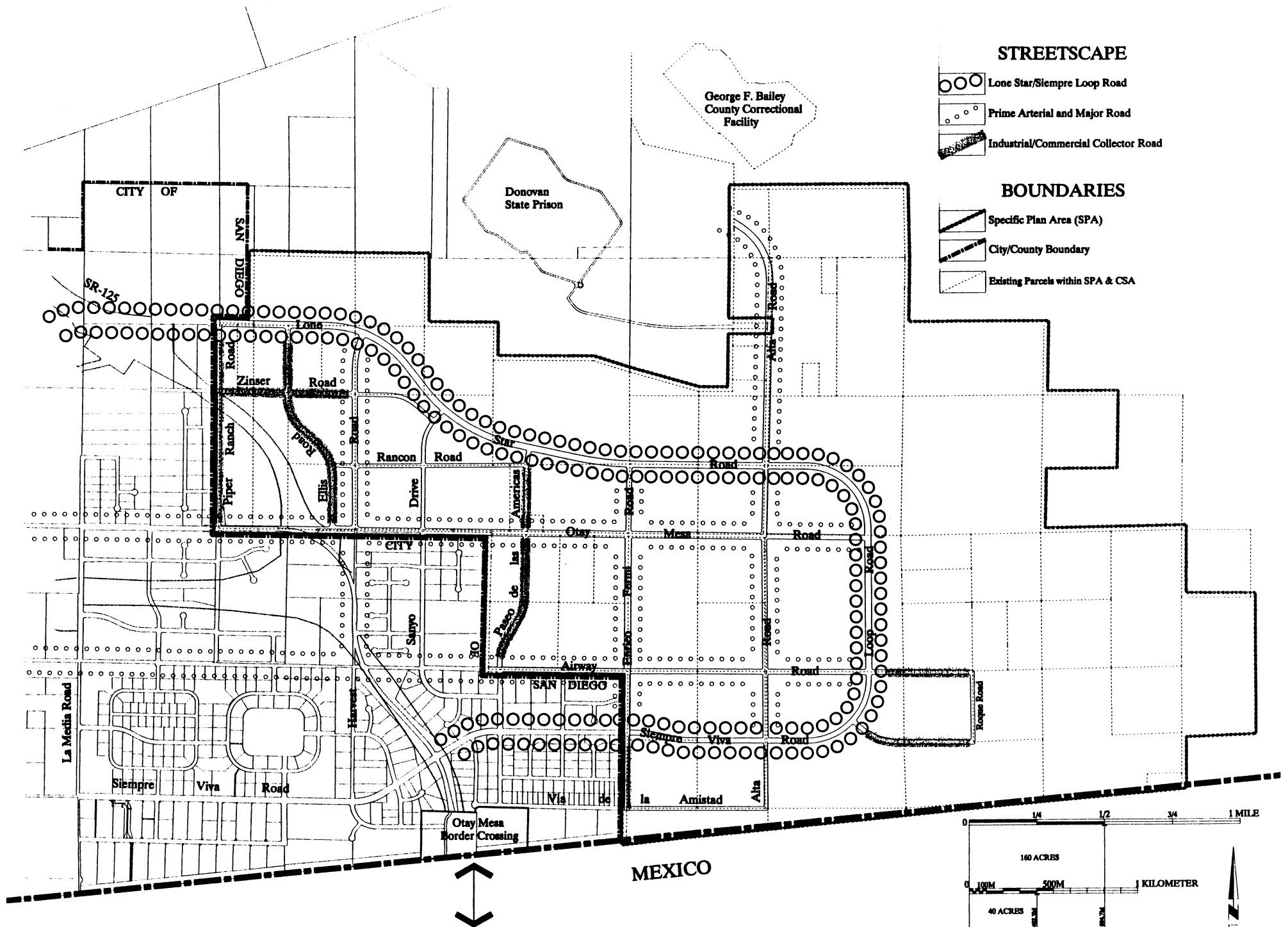
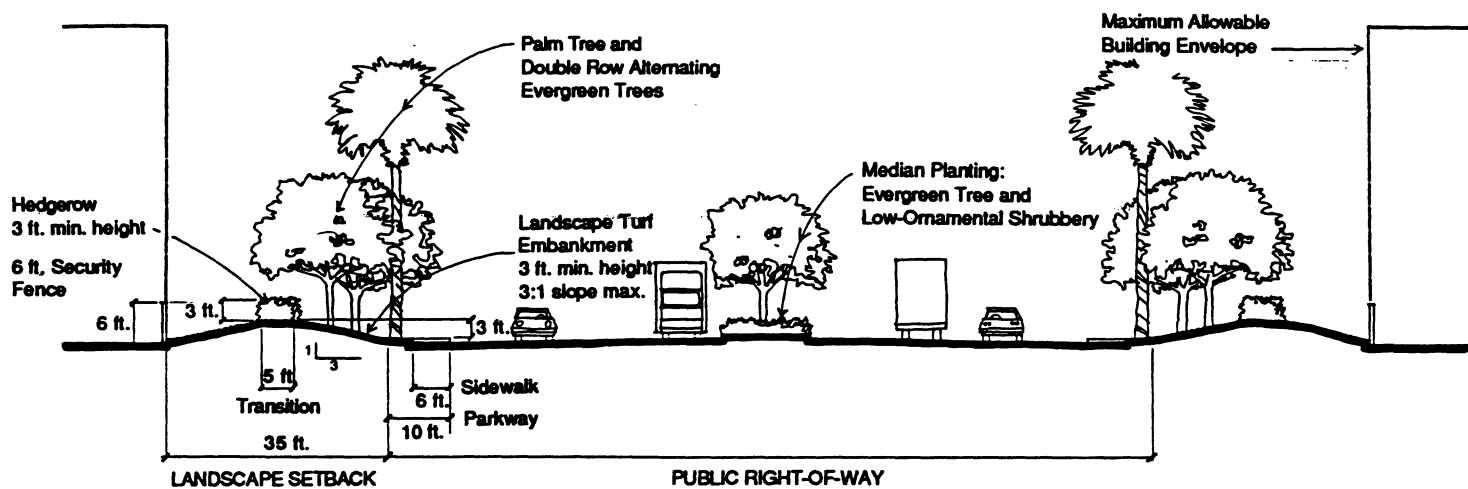
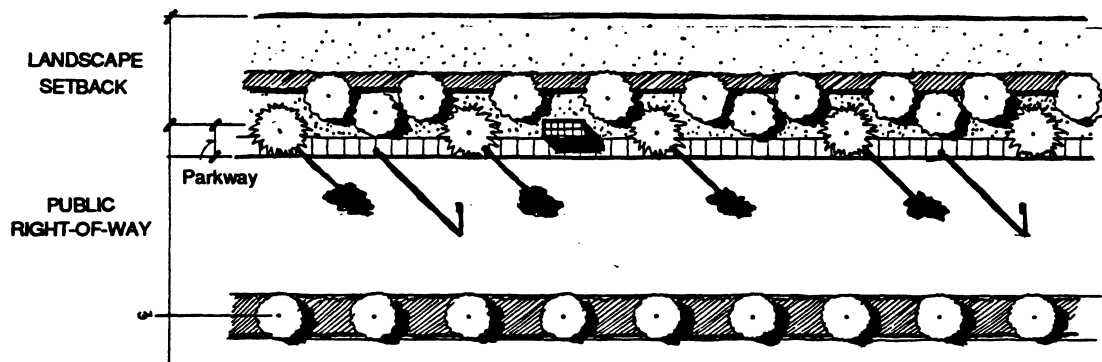


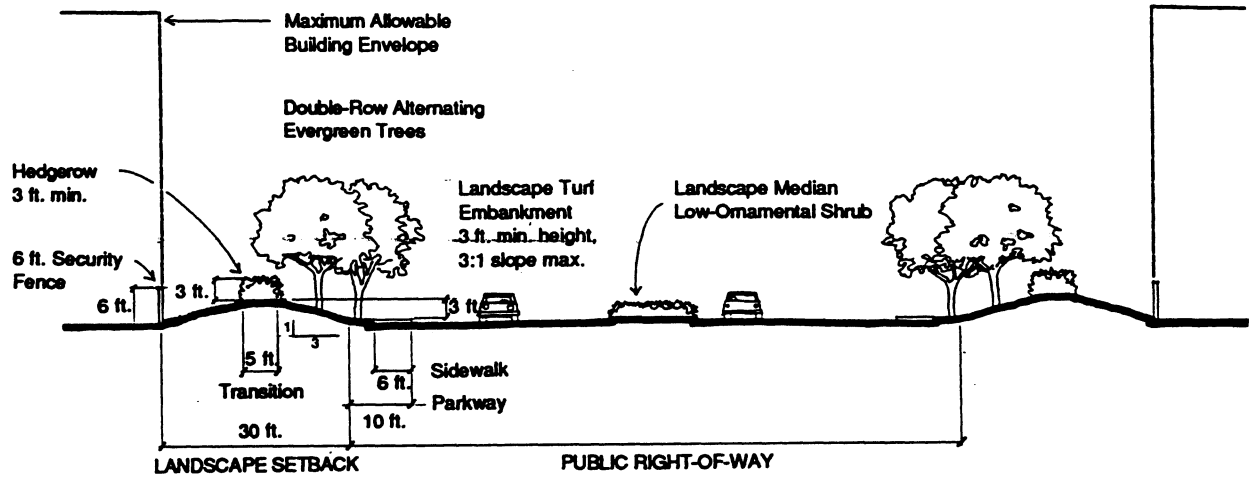
Figure 2-13, Streetscape Plan



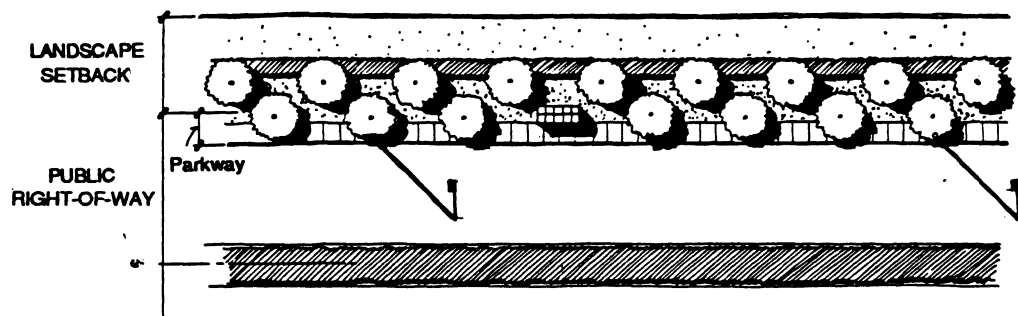
Loop Road Section
Figure 2-14



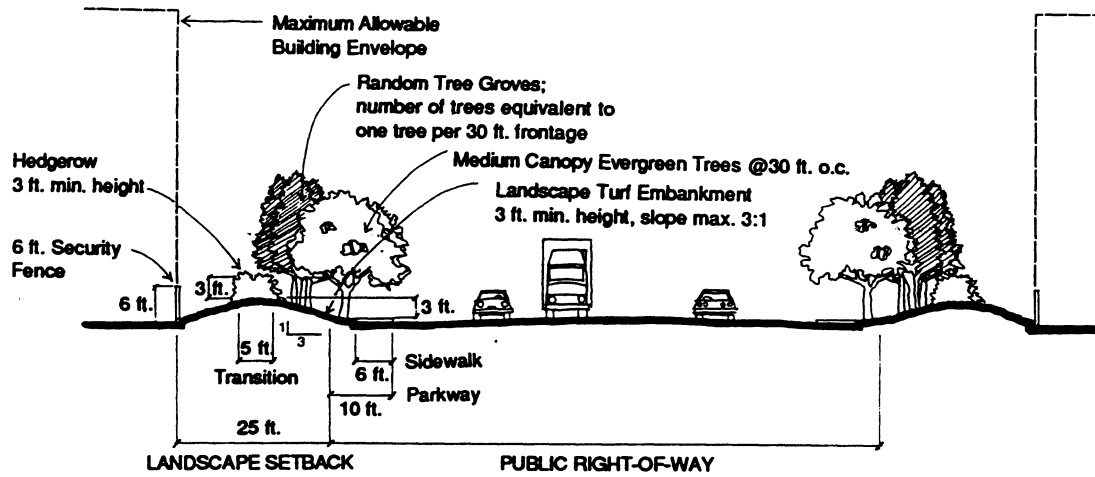
Loop Road Streetscape Plan
Figure 2-15



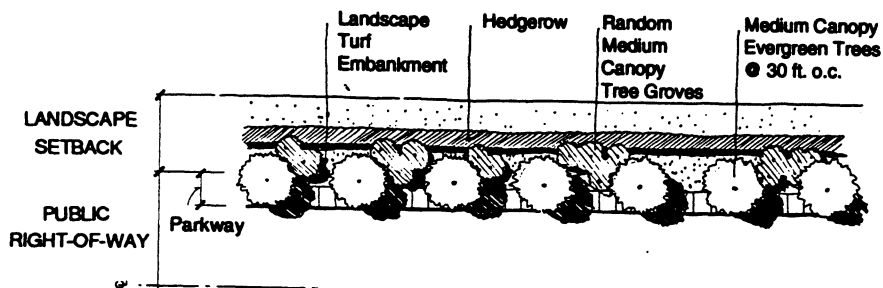
*Otay Mesa Road, Airway Road, and North/South Major and Prime Arterial Roads - Section
Figure 2-16*



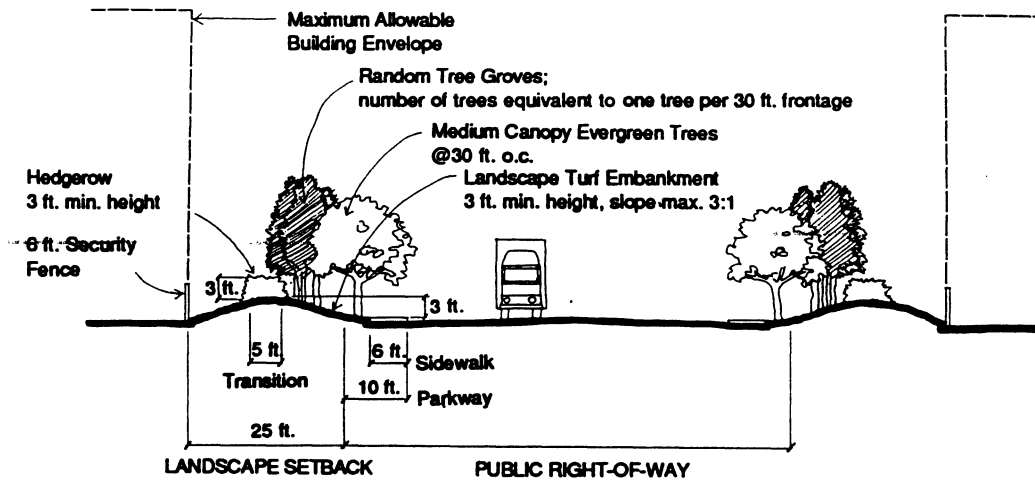
*Otay Mesa Road, Airway Road, and North/South Major and Prime Arterial Roads - Streetscape Plan
Figure 2-17*



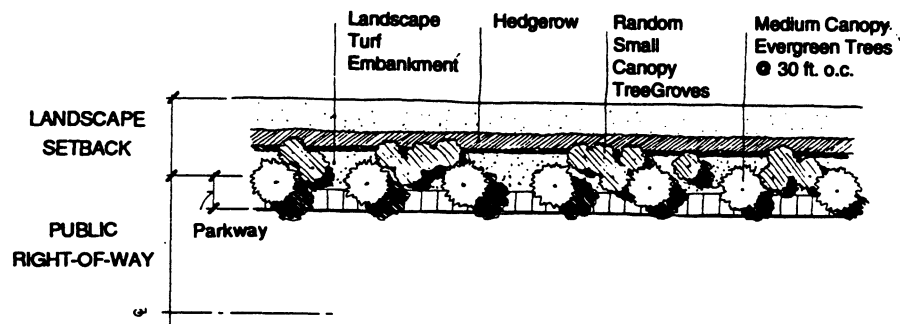
Industrial/Commercial Collector - Section
Figure 2-18



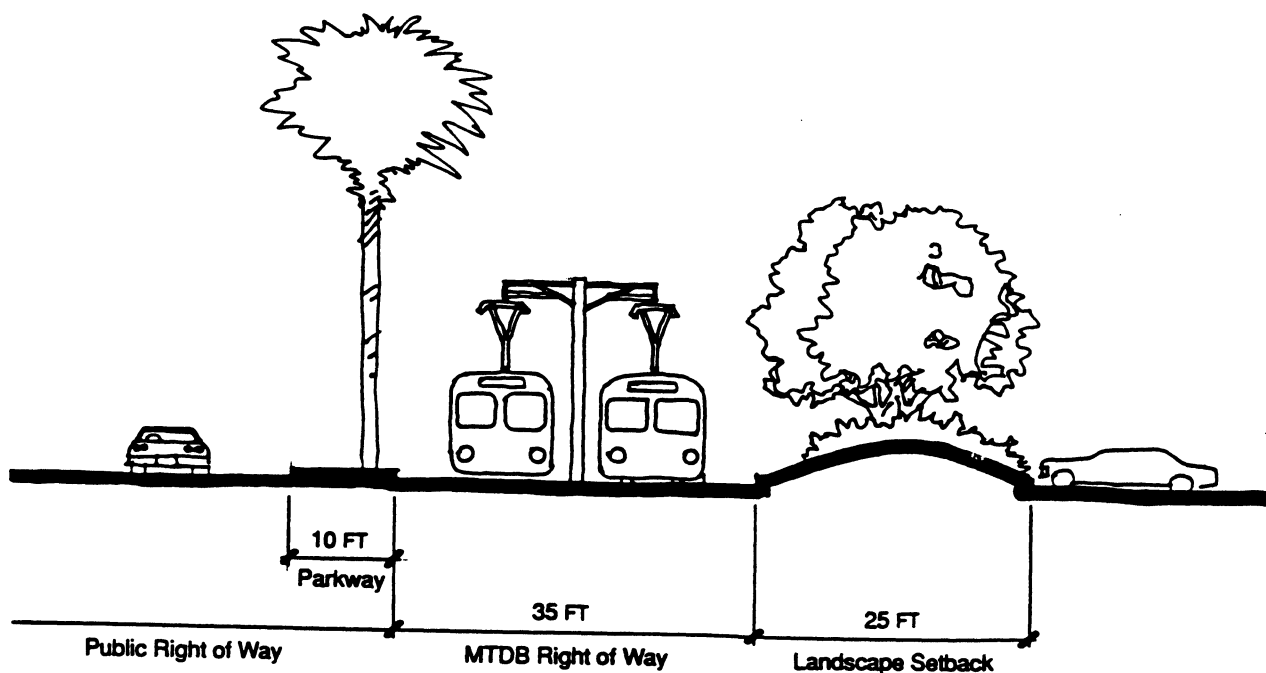
Industrial/Commercial Collector - Streetscape Plan
Figure 2-19



Industrial/Commercial Road - Section
Figure 2-20



Industrial/Commercial Road - Streetscape Plan
Figure 2-21



Transit Section
Figure 2-22

in the City. Otay Mesa Road, Airway Road, and other north/south Major Roads will continue the streetscape pattern established on the Brown Field Business Park of alternating double rows of large canopy trees. The streetscape plans for Industrial/Commercial Collectors and Industrial/Commercial Roads call for a single row of medium and small evergreen street trees respectively with informal alternating groves of trees in the parkway setback landscape areas.

In order to enhance the streetscape and create a distinctive image for East Otay Mesa, a customized street blade sign is recommended. This street

blade sign should incorporate a special design or logo unique to East Otay Mesa.

Gateways and Open Space: Amenities such as gateway structures and public open space should be incorporated into the Regional Commercial Center. Major gateways, incorporating appropriate signage, and landscaping should be placed at the two main entrances to the regional commercial area from Otay Mesa Road opposite freeway ramp terminals. A park or plaza shall be located near the transit stop as an interface between the transit stop and the commercial buildings. Although not required, public art is encouraged at this location.

Urban Design Policies

Policy UD-1: *Encourage the preservation and enhancement of visually prominent land forms and areas of special scenic beauty, particularly the San Ysidro Mountain foothills and the valley walls of Johnson and O'Neal Canyons.*

Implementation: Preservation of prominent land forms and areas of scenic beauty described above especially as observed from Circulation Element roadways and Open Space Element trails, will be implemented during the Site Plan review process pursuant to the Sensitive Resource Area Regulations for parcels with a "G" Designator and the Community Design Review Area Regulations for parcels with a "B" Designator.

Policy UD-2: *Implement a Streetscape Plan that enhances the identity and image of the East Otay Mesa Specific Plan Area. Coordinate the Streetscape Plan for roads that are within the jurisdiction of both the City and County.*

Implementation: The Streetscape Plan for the area shall be implemented as part of the roadway design and construction.

Policy UD-3: *Major public buildings such as the Fire Station, and MTDB transit transfer station should be unique signature pieces of architecture that enhance the image of East Otay Mesa.*

Implementation: The County and property owners will work with the appropriate public agencies to ensure high quality design in public buildings and plazas, and to ensure that they contribute to a consistent design theme for East Otay Mesa.

Policy UD-4: *Promote aesthetic design of all infrastructure and public works, including the bridge overpass and abutment for SR-125 at Otay Mesa Road.*

Implementation: To achieve aesthetic design of all infrastructure and public works, the County and property owners will work with all appropriate agencies involved to promote sensitive design and incorporate special design features where appropriate. The County will work with Caltrans to encourage a high degree of landscaping along SR-905 and SR-125 freeway corridors and architectural design of bridge structures to promote a positive gateway image of the East Mesa as viewed from the freeway and local streets.

Policy UD-5: *Promote high quality design of buildings and landscaping on private property throughout East Otay Mesa to create a strong identity and image of high quality urban design for the area.*

Implementation: To achieve a high quality of building design and landscaping, the entire East Otay Mesa Specific Plan Area zoned Mixed Industrial and Commercial, excluding Rural Residential zoned areas, are given a "B" Designator and are subject to the Community Design Review Area Regulations. The East Otay Mesa Site Planning and Design Guidelines of the Specific Plan, under separate cover, will be adopted by the Board concurrently with the Specific Plan to implement this review.

Policy UD-6: *On-site landscaping along public streets should be compatible and complementary with the streetscape design of the public right-of-way.*

Implementation: Compatibility of on-site landscaping with the public streetscape will be reviewed as part of the "B" Designator Site Plan review process.

Policy UD-7: *All utility lines shall be underground. Traffic signal vaults, electrical transformers, telephone switchboards and other such structures shall be located underground or appropriately screened with landscaping or architectural treatment acceptable to the County.*

Implementation: The County will coordinate with San Diego Gas & Electric and Pacific Bell to ensure that all electric, gas, and telephone lines will be underground to the greatest extent possible. County staff will work to ensure undergrounding or appropriate screening of transformers, traffic signal vaults, telephone switching boxes, and other such structures as part of the required infrastructure improvement phase of the project.

Policy UD-8: *Encourage placement of public art in new development within the industrial and commercial areas of East Otay Mesa.*

Implementation: Although not mandatory, the County and the Community Design Review Board will encourage developers to include public art for projects in the industrial and commercial areas.

2.5 Public Facilities Element

GOAL:

Provide infrastructure and public facilities in a planned and orderly fashion which will accommodate the planned growth in East Otay Mesa while meeting applicable County standards.

This element describes the infrastructure and public facilities proposed for the East Otay Mesa. The infrastructure and public services include water supply, wastewater, reclaimed water, and storm water. Public facilities and services include fire protection, emergency medical services, law enforcement, solid waste disposal, and hazardous materials protection. Child care is a semi-public service that will be provided by non-profit organizations, employers, and child care businesses. The policies of this element have been developed in conformance with the Public Facility Element of the County General Plan and the Otay Subregional Plan.

2.5.1 Water

East Otay Mesa is located in the southern service area or Otay Mesa System of the Otay Water District, a water purveyor serving the South San Diego County region. There are numerous existing facilities in the Study Area as indicated on Figure 2-23, Water Facilities Plan. Otay Water District has indicated that there is currently sufficient existing or planned water storage and transmission capacity to accommodate development in East Otay Mesa provided that regional water supplies are met by the San Diego County Water Authority and Metropolitan Water District. The District's planned water facilities are outlined in

Source:
Otay Water District
"Subarea Master Plan" December 1990

WATER PIPES

BOUNDARIES

 **Specific Plan Area (SPA)**
US/Mexico International Border

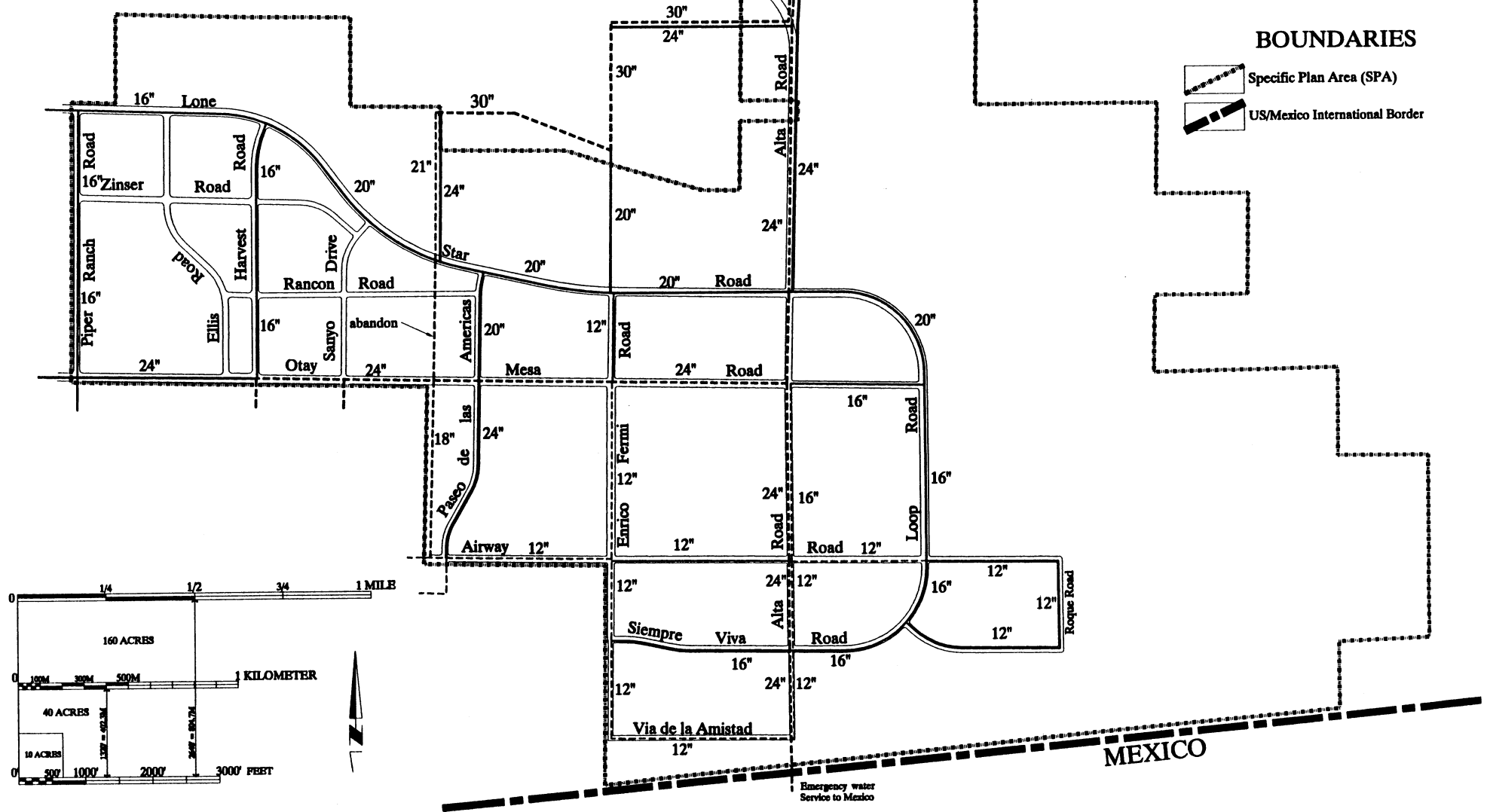


Figure 2-23, Water Facilities Plan

the Subarea Water Master Plan prepared for Otay Mesa (May, 1991).

The location and size of planned waterlines, pump stations, and reservoirs that are expected to be needed within the East Otay Mesa Specific Plan Area are indicated on Figure 2-23, Water Facilities Plan. The District may modify their plan as needed.

Water Facility Policy

Policy PF-1: Require development proposals to provide water service to meet the needs of development in East Otay Mesa.

Implementation: Otay Water District will serve the development of East Otay Mesa in conformance with their Master Plan. In order to implement this master plan, a portion of the Specific Plan Area adjacent to the eastern boundary shall be annexed to Improvement District Number 7 of the Otay Water District before recordation of any map in that area.

Water transmission and storage facilities will be constructed as indicated on the Water Facilities Plan, Figure 2-23. Major capital improvements required, for example, water storage reservoirs, will be constructed by the District using revenue generated from property owners. Facilities required for distribution to each property will be included in road improvements to be constructed before any Final Map can be recorded.

The water distribution system is generally located in roadway right-of-way. However, if not, property owners through the subdivision process shall be required to reserve right-of-way easements for water service lines as indicated in the Water Facilities Plan.

2.5.2 Wastewater Collection and Treatment

Wastewater facilities do not currently exist in East Otay Mesa. Furthermore, East Otay Mesa is within the unincorporated area of San Diego County and is not located within a Sanitation District. Otay Water District has indicated that they are not interested in providing sewer service to this area of the County. Therefore, a Sanitation District for a wastewater collection system and treatment needs to be formed for the East Otay Mesa Specific Plan Area. In the short term, the County has purchased 1.0 million gallons per day (mgd) of capacity through the San Diego Metropolitan Sewage System (Metro) from National City. This capacity is being held by the Spring Valley Sanitation District until a Sanitation District for East Otay Mesa is formed. When a Sanitation District is formed for East Otay Mesa, this capacity will be transferred to provide interim sewage treatment capacity for approximately 500 gross acres (400 net acres) of industrial or commercial development on a project by project basis.

To access this treatment capacity, East Otay Mesa must connect to existing wastewater collection sewers in the City of San Diego. The southern watershed of the Study Area generally drains to the Otay International Center (OIC) Line, currently stubbed out near the southwestern corner of the planning area, see Figure 2-24. Some of the basins within the southern watersheds will need pump stations to access the OIC Line. The northern portion of the Study Area drains toward the Prison Line, currently stubbed out at the State of California Donovan Correctional Facility. In order to use these collection lines, property owners will have to pay a reimbursement fee, on a

-  **Wastewater Line**
and Diameter Size
-  **Pump Station**
and Number
-  **Direction of Flow**
-  **Force Main**

Legend:

- NO. 2** Pump Station and Number
- Direction of Flow** (indicated by arrows)
- FM** Force Main
- BOUNDARIES**
 - Specific Plan Area (SPA)** (dashed line)
 - US/Mexico International Border** (thick dashed line)

Map Labels:

- Streets:** Lone Road, Zinser Road, Ranch Road, Ellis Road, Harvest Road, Rancon Drive, Star Road, Americas Road, Mesa Road, Fermi Road, Siempre Viva Road, Via de la Amistad, Alta Road, Loop Road, Roque Road.
- Other Labels:** Lone, Zinser, Ranch, Ellis, Harvest, Rancon, Star, Americas, Mesa, Fermi, Siempre Viva, Via de la Amistad, Alta, Loop, Roque, Airway, Paseo de las.
- Infrastructure:** 12" (various sizes), 18", 8", 10" FM, 14" FM, 15", 10" FM NO. 2, 14" FM NO. 1.
- Connections:** CONNECT TO EXISTING DONOVAN STATE PRISON SEWER LINE, CONNECT TO EXISTING O.I.C. LINE.
- Boundaries:** MEXICO.

Scale:

- 1/4, 1/2, 3/4, 1 MILE
- 0, 100M, 500M, 1 KILOMETER
- 0, 500, 1000, 2000, 3000 FEET

Area: 160 ACRES, 40 ACRES, 10 ACRES.

Figure 2-24, Wastewater Facilities Plan

project by project basis, to secure capacity in these sewer lines. Additional connection costs to pay for pump stations and other improvements may be charged by the Sanitation District.

Beyond this interim treatment capacity of 1.0 mgd, East Otay Mesa should consider two treatment and disposal alternatives. The first is additional capacity in Metro. The second is on-site sewer treatment. The first alternative is the proposed plan alternative. Facilities required are shown on Figure 2-24, Wastewater Facilities Plan. However, Metro is part of a regional wastewater master planning program called the Clean Water Program and the costs of treatment under the new program are uncertain at this time and may prove to be extremely high. Furthermore, capacity in Metro may not be available on a timely basis.

Consequently, as an alternative to the proposed option of using additional capacity in Metro, an on-site sewer treatment plant was considered. This second alternative would require developing an on-site treatment facility totally independent from Metro beyond the initial first phase of 1.0 mgd of sewer treatment capacity. Until more specific information is available from the Clean Water Program, it is recommended that a dual planning process occur including consideration of both Metro off-site and/or on-site treatment.

The County has recently undertaken an implementation feasibility study for an on-site sewer treatment plant to examine in greater detail the issues of facility siting, treatment methods, wastewater effluent re-use and costs. The study is due to be completed in 1994. The determination of which treatment alternative is most appropriate will be based on the timing of available capacity

and cost, including cost of entitlement for an on-site treatment plant, wet weather storage reservoirs, and possibly spray irrigation fields.

Wastewater Collection and Treatment Policies

Policy PF-2: Form a Sanitation District to transfer 1.0 mgd of initial wastewater treatment capacity from Spring Valley Sanitation District to East Otay Mesa to support the first phase of development

Implementation: Application will be made for the formation of a Sanitation District to the Local Agency Formation Commission. Subject to funding by the property owners, the County Department of Public Works will take responsibility for formation of a Sanitation District and execution of agreements.

The interim wastewater treatment capacity of 1 mgd will only be adequate to support a portion of the ultimate wastewater treatment capacity that will be needed to support the entire Specific Plan Area. All development projects proposed prior to establishment of the long-range wastewater treatment strategy will be required to demonstrate the availability of adequate wastewater treatment capacity.

Subdivision maps will not be allowed to be recorded for that portion of an existing parcel that is beyond the ability of available interim wastewater treatment capacity of 1 mgd. Phased recordation of Final Maps will be based on allocation of this interim capacity with subsequent recordation of additional phases only after establishing the long-range wastewater treatment strategy discussed herein.

Policy PF-3: Provide a wastewater collection system throughout East Otay Mesa.

Implementation: The wastewater collection system is generally included in road improvements to be financed by property owners through a Local Improvement District and/or impact fees. However, through the Subdivision process property owners shall dedicate easements for any wastewater collection lines not in a road right-of-way.

Policy PF-4: Formulate a long-range plan for wastewater treatment for East Otay Mesa properties with the San Diego Metropolitan Sewage System (Metro). If Metro is unable to provide wastewater treatment on a timely basis or if costs prove to be extremely high, the option of an on-site treatment facility shall be considered.

Implementation: The County will coordinate with the Metro to provide the development of a regional wastewater treatment system to serve the East Mesa beyond the interim treatment capacity described in Policy PF-2 above. In the event that Metro is not available to meet the requirements of East Otay Mesa in a timely and cost-effective manner, the Sanitation District, subject to funding by property owners, will plan, design, finance, construct and operate an on-site wastewater treatment facility. Future studies shall determine the exact siting of the treatment plant.

2.5.3 Reclaimed Water

Based on Metro's current plan, the reclaimed water source for East Otay Mesa will be the planned Otay Valley Treatment Plant which will have complete reclamation capabilities. Metro has indicated that local water purveyors (in this

case the Otay Water District) will also become the reclaimed water purveyor. Although Otay Water District will not own and operate the reclamation plant, they will receive reclaimed water at their district boundary and then become responsible for its distribution. If East Otay Mesa Sanitation District develops its own on-site treatment and disposal facility, then reclaimed water may be wholesaled to Otay Water District for distribution.

East Otay Mesa development will be required to install a dual water distribution system throughout the development. Therefore, reclaimed water and potable water lines will most likely be installed in every roadway. The reclaimed water will be used for streetscapes and industrial development landscaping. Some buildings could possibly be plumbed with reclaimed water for toilet flushing or processing water. Use of potable water in the reclaimed water system for irrigation could potentially be permitted until reclaimed water becomes available.

Figure 2-25, Reclaimed Water Facilities Plan, indicates the facilities proposed for an areawide reclaimed wastewater system.

Reclaimed Water Facility Policy

Policy PF-5: Provide a reclaimed water distribution system to conserve potable water usage.

Implementation: A reclaimed water transmission system will be installed to distribute reclaimed water for streetscape landscaping and possibly for toilet flushing or processing water. The transmission system lines will be constructed as part of the basic street infrastructure, to be financed by the property owners.

Generally, the reclaimed water supply system is included in the roadway improvements. However, right-of-way easements for any supply line outside of a roadway shall be required to be dedicated by property owners as part of the Subdivision process.

2.5.4 Storm Water Drainage

Storm water runoff will inevitably increase with development as permeable ground primarily in agricultural uses is transformed into impervious rooftops, parking lots and streets. Accordingly, storm water drainage facilities will be needed to accommodate development in East Otay Mesa.

Facilities needed to accommodate the runoff vary between the three major watersheds in East Otay Mesa, see Figure 2-26. The northern watershed region made up of basins B and H drains to the Otay River. Facilities in this basin require collection facilities only. The western watershed region made up of basins I, J, K, L, M1, M2, P, Q, and R drains to the City of San Diego. Collection and on-site detention facilities will be required for each property to ensure that the peak runoff into the City of San Diego does not increase above historical rates. The southern watershed region, made up of watershed basins D, E1, E2, F, and G drains to Mexico. Based on international agreements, the peak runoff into Mexico may not be increased above historical rates. In order to accommodate runoff, on-site detention basins will be required in the western and southern watershed region. These detention basins are to be placed at the downstream end of each drainage area within each existing parcel. As an alternative, regional detention facilities are planned in substitution for on-site facilities in the western and southern water-

shed region. The western watershed region has not been studied to provide for regional detention basins and potential regional detention basin sites have not been located. This alternative decreases the number of detention basins, overall detention basin volume, and the overall the detention basin area. The construction and maintenance of these detention basins will be the responsibility of benefiting property owners or an assessment district. On-site and regional detention basins are to be designed so that the downstream discharge is no greater than the predeveloped peak flow. Regional detention facilities are less land consumptive, have lower capital and operating costs and can be phased by drainage basin. However, they have high up front costs compared to on-site detention. Other smaller southern watershed basins are planned to have on-site detention.

The Clean Water Act strictly regulates non-point source storm water pollution of the waters of the United States. In California, the Clean Water Act is administered by the State Water Resources Control Board which issues Construction and/or Industrial Permits to discharge storm water. In an industrial area, the primary source of non-point pollution is oils from automobiles deposited on roads and parking lots. The County of San Diego is in the process of promulgating Best Management Practices to implement the Clean Water Act.

Storm Water Drainage Policy

***Policy PF-6:** Provide a storm drainage system for East Otay Mesa that minimizes surface water degradation, reduces soil erosion, promotes natural beauty, and is otherwise consistent with the Best Management Practices of the Clean Water Act.*

Implementation: Through the Subdivision process, the County will implement the policy for storm water drainage for East Otay Mesa in accor-

dance with the Comprehensive Flood Control Master Plan and Department of Public Works administrative procedure. Construction of on-site detention facilities will be the responsibility of each property owner and are to be constructed at the downstream end of the drainage area within each subdivision. Maintenance of on-site detention facilities will be the responsibility of the benefiting property owners. An easement showing detention basin locations will be required to be shown on subdivision maps. Should the property owners elect regional detention facilities in lieu of on-site detention facilities, the construction of regional detention facilities are to be financed by benefiting property owners through a financing mechanism. Ongoing maintenance of the regional detention facilities will be the responsibility of a benefit assessment district funded through assessments levied on benefiting properties.

2.5.5 Dry Utilities

Dry utilities include electrical power, natural gas, telephone, and cable television. Electrical power and natural gas are provided by San Diego Gas and Electric Company. Telephone is provided by Pacific Bell. Service connection points currently terminate at the western boundary of the site. No off-site constraints were identified. The utility lines will be underground in roadways in accordance with company standards with the exception of the 69 KV electrical line on Otay Mesa Road and the 230 KV line on the eastern portion of the Specific Plan Area. Other facilities such as transformers should be located in underground vaults or screened (See Urban Design Policy UD-7).

Dry Utility Policy

Policy PF-7: Coordinate with Franchise Utility Providers to provide dry utilities to serve East Otay Mesa.

Implementation: The County shall work with San Diego Gas & Electric and Pacific Bell to provide dry utilities to serve development in East Otay Mesa as part of the subdivision process.

Through the subdivision process, the County shall require property owners to dedicate utility easements for dry utility lines. These easements shall be in conjunction with road dedications whenever feasible. This will be implemented as part of the road improvements to be financed by property owners.

2.5.6 Fire Protection and Emergency Medical

East Otay Mesa is serviced by the Rural Fire Protection District (RFPD) of San Diego County. This district, which is independent of County government, has the primary responsibility for fire protection and emergency medical service in all but a small portion of the northern area of East Otay Mesa. A portion of the planning area generally west of Paseo de Las Americas, between Lone Star Road and Otay Mesa Road, is not located within a structural fire protection district. In order to provide service to this area, the optimum solution is to annex to RFPD.

The closest Rural Fire Protection District station is located at 14145 Highway 94 in Jamul, a 20 to 30 minute response time. Since the station is remote it does not conform to the five minute response time contained in the Public Facility Element of the General Plan.

Other agencies also provide backup fire protection services to East Otay Mesa. The City of San Diego will respond in situations requiring an unusually high level of fire protection resources, based on a mutual aid agreement between the City,

the RFPD, and the State's Donovan Correction Facility. Additionally, because the Specific Plan Area is located within the State Responsibility Area, the California Department of Forestry has the responsibility for wildland fires in East Otay Mesa.

Emergency medical services are currently provided by contractors in Chula Vista and National City. From either city the response time is 15 minutes. Advanced life-support ambulance service is not currently provided to East Otay Mesa. This response time does not conform to the five minute response time contained in the Public Facility Element of the General Plan as the minimum objective for industrial development.

According to the RFPD, substantial new fire protection and emergency medical services are required to adequately service any new development in East Otay Mesa. One alternative is to build a new temporary or permanent fire station on a 1.5 net acre site at the intersection of Otay Mesa Road and Alta Road, which was dedicated for that purpose as part of a major use permit approval for the Bradley Auto Storage Auction Pool, presently Roberts Leasing. The temporary station would need to be a facility which includes one bay - 2,200 square feet and which is capable of accommodating an engine and quarters for a three person crew. The ultimate station would need to be approximately three bay - 6,500 square feet and capable of accommodating the engine, a truck, an additional light vehicle and quarters for an eight person crew. Fire fighters could be trained to provide emergency medical services to provide combined fire fighting and emergency medical services.

Another alternative, if cost effective, is to effect a joint operating agreement or contract with the City of San Diego to provide fire protection and emer-

gency medical services for both the City and County Otay Mesa. The City is planning to build a fire station nearby Brown Field in the next two years. There have been some preliminary discussions with the City regarding this possibility. Further coordination and discussion are taking place at this time to determine the feasibility of this proposal.

Fire Protection and Emergency Medical Policies

Policy PF-8: The entire East Otay Mesa Specific Plan Area shall be supported by adequate fire protection and emergency medical services.

Implementation: The County will require all properties that are not already in the Rural Fire Protection District to either annex to RFPD or be part of a district that contracts with the City of San Diego for fire protection and emergency medical services.

Policy PF-9: Provide adequate fire protection and emergency medical services in East Otay Mesa concurrent with need.

Implementation: The Rural Fire Protection District shall be responsible for providing fire protection services, either by operating from appropriate facilities constructed at the 1.5 acre site near Otay Mesa and Alta Road, or alternatively, by contracting with the City of San Diego for services.

The County will require evidence of provision of adequate fire protection and emergency medical services and facilities, with a financing strategy acceptable to the fire agency, to be implemented prior to recordation of final subdivision maps. All property owners in East Otay Mesa will be required to participate in a funding strategy acceptable to the fire agency to provide adequate fire

protection and emergency medical services prior to recordation of subdivision maps and/or final approval of any discretionary permits.

The costs of initial capital facilities and operating costs will be financed by property owners through a Local Improvement District and/or Mello-Roos District. Ultimate needs for capital facilities could be financed by property owners through an Impact Fee District or other means.

2.5.7 Law Enforcement

Law enforcement duties are performed by the County Sheriff's Department. Currently, no sheriff facilities exist within East Otay Mesa. The nearest station is the Imperial Beach Station, located approximately 9-1/2 miles west of the western edge of East Otay Mesa. Depending on the beat, the most recent data indicates a response time of 16 to 29 minutes for priority calls, and 17 to 59 minutes for non-priority calls.

County standards for response time are established in the Public Facility Element of the General Plan. In urban unincorporated areas such as East Otay Mesa, the minimum acceptable response time for priority calls is 8 minutes, and 16 minutes for non-priority calls.

The sheriff's office has indicated the need for a new sheriff's substation on East Otay Mesa to provide law enforcement services at the onset of development since response time goals could not possibly be met from the existing Imperial Beach substation. Initially, the facility could be under 1,000 square feet to accommodate the needs of three deputies each operating on an eight and a half hour shift. Ultimately, to ensure 24 hour service, the substation will need to be expanded up

to 4,000 square feet to accommodate the needs of three deputies per shift. It is proposed that the sheriff's substation be built on the same site which has been dedicated to the RFPD for a fire station at Otay Mesa Road and Alta Road. The area of the site is large enough to accommodate both the fire and sheriff station facilities since the site coverage of both buildings is only 15 percent of the site.

Law Enforcement Policy

Policy PF-10: *The County shall provide law enforcement services for East Otay Mesa consistent with Countywide policies.*

Implementation: Law enforcement will be provided by the County Sheriff. Countywide policies shall establish financing methods for law enforcement facilities. The County shall evaluate the cost effectiveness and feasibility of joint siting a sheriff's substation with a fire facility. East Otay Mesa property owners may choose to augment the Sheriff's standard service level with a benefit assessment for higher service levels or with private security patrols if they desire additional law enforcement.

2.5.8 Child Care

The Public Facility Element of the County General Plan and the Otay Subregional Plan contain policies encouraging the provision of child care for new development, particularly at places of work. Policy 3.1 of the Public Facility Element states that: "The County will work to ensure that child care facilities are available when needed by new development." Moreover, modern industrial and business parks of the level of quality envisioned in East Otay Mesa have increasingly provided private child care facilities as an amenity to

attract tenants and employees. For all these reasons, provision of child care in East Otay Mesa is strongly encouraged.

Data provided by the County Child Care Coordinator indicates that there may be a substantial demand for child care in East Otay Mesa. Population estimates indicate that when East Otay Mesa is built out, there may be a demand for child care facilities to accommodate up to 150 children. Child care near the workplace is only workable when it is located within very close proximity to a parent's workplace, generally within a half-mile radius. For East Otay Mesa, this would imply a need for at least two child care facilities. It is possible that some child care facilities may be provided by individual employers.

One of the advantages of child care near the workplace is that it can reduce vehicle trip generation. Parents can use transit or car pool if their children are near work, where otherwise they need their car to commute to their daycare. One of the child care sites should be located within the Regional Commercial Center near to the light rail transfer station. By locating the child care facility close to the light rail transfer station, it will encourage parents to make child care part of the commute trip, thus reducing vehicle-miles travelled. This is consistent with the General Plan Policy of locating child care near transit.

Child Care Policy

Policy PF-II: Encourage the development of child care facilities as warranted in East Otay Mesa.

Implementation: Child care facilities shall be permitted in the commercial districts as designated in the Zoning Map, Figure 3-32, and Land

Use Regulations of the Specific Plan and by minor use permit in industrial designated districts.

2.5.9 Solid Waste

In recent years, the County has initiated a program to reduce solid waste sent to landfill facilities and maximize recycling of materials. The County has recently passed an ordinance regarding solid waste and goals for recycling of solid waste materials. The ordinance requires that industrial businesses separate the following materials for recycling: dirt, land clearing brush, asphalt, concrete, sand and rock. Office buildings and hospitality facilities are also required to recycle materials appropriate to the use such as: aluminum, corrugated cardboard, paper, glass jars and bottles, etc.

The County is also in the process of developing standards regarding on-site storage of recyclable materials. For each type of land use, the size and type of area to be set aside for recycled materials will be specified. Facilities for bailing recyclables will also be encouraged, particularly for industrial uses, so by-products of production can be sold for reuse. Reuse of landscape debris such as mulch will also be a priority. Businesses in East Otay Mesa will need to comply with these new standards and guidelines in order to minimize solid waste generated from the area. The City and County of San Diego have jointly established a Market Development Recycling Zone to encourage the recycling businesses to locate in Otay Mesa.

Solid waste and recycling collection services for East Otay Mesa will be provided by private operators under permit by the County.

The solid waste disposal facility which currently serves the East Otay Mesa is the Otay landfill. It is anticipated to reach capacity between the years 2000 and 2005, and a new landfill facility will be required. The County is currently conducting a study and EIR for three alternate land fill sites, one of which is within East Otay Mesa in the eastern hillside area, see Figure 1-5. In the event that none of the landfill sites prove feasible, there may not be adequate solid waste disposal facilities to support future development in the South County area including the East Otay Mesa Specific Plan Area.

Solid Waste Policies

Policy PF-12: Provide solid waste and recycling collection services for East Otay Mesa.

Implementation: A private operator will provide solid waste and recycling collection services under permit from the County.

Policy PF-13: Promote recycling of waste materials generated by businesses in East Otay Mesa.

Implementation: All businesses will need to abide by all County ordinances for solid waste management. The Site Planning and Design Guidelines require that enclosed areas be set aside for storage of solid waste and recyclable materials.

Policy PF-14: Support the County's effort to find a site for a new solid waste disposal facility to serve the South County area.

Implementation: The County will continue efforts to locate a new solid waste disposal facility to serve the South County area.

2.5.10 Hazardous Materials

Hazardous materials are regulated primarily by the County Department of Environmental Health Services. Permits are required for the storage and use of certain types and quantities of materials.

Other public agencies are also involved in the regulation of hazardous materials, depending on the types of hazardous materials involved. For example, the Rural Fire Protection District has regulations regarding flammable materials, and the Air Pollution Control District regulates the use of chemicals that will be emitted into the air. The County Department of Environmental Health Services directs businesses to the appropriate agency for all required permits.

The Hazardous Incident Response Team (HIRT) program provides the County with highly trained teams of hazardous materials experts to respond to any chemical emergencies. HIRT is managed under a joint powers agreement between the County and all the cities within San Diego County. The HIRT would respond to hazardous materials incidents in East Otay Mesa.

Hazardous Materials Policy

Policy PF-15: Apply Countywide policies to provide for regulation and inspection of the storage and handling of hazardous materials, as well as response to emergency incidents involving hazardous materials.

Implementation: The County Department of Environmental Health Services and City/County Hazardous Incident Response Team are responsible for hazardous materials countywide.

2.6 Facility Phasing, Financing, and Implementation

GOAL:

Provide adequate public facilities at the time of need to serve East Otay Mesa in a planned, orderly fashion, phased in response to market demand, financed through the equitable participation of all affected property owners and developers, and implemented through public-private partnership arrangements.

The Otay Subregional Plan requires that public facility improvements for East Otay Mesa be “financed through the equitable participation of all affected property owners and developers.” It further requires that a facilities phasing and financing strategy plan be prepared, where public and private services and facilities would be available prior to the needs of development and located in response to the market demand.

This section of the Specific Plan describes the proposed phasing and financing strategy for public facilities in East Otay Mesa. The financing strategy primarily addresses the capital facilities that are of areawide benefit and will be financed equitably by all the property owners. Operating and maintenance type expenses which are not to be paid out of the County’s General Fund are also discussed.

There are five categories of public facility improvements that are of areawide benefit, and which shall need to be financed jointly by the property owners in East Otay Mesa:

1. *On-Site Roads and Infrastructure:* These facilities include the basic network of roads with utility lines in the right-of-way. It should be noted that for roads, the facilities that are considered to be “general interest portion” are the improvement of the median and center lanes as well as intersection signalization and safety lighting. The “local interest portion” of roads includes the improvement of the road lanes fronting a privately owned parcel which are the responsibility of the property owner. In addition, the property owner is responsible for all other frontage improvements, including curbs, gutter, sidewalk, street lighting, parkway, landscaping and contribution to local intersection signalization as warranted.
2. *On-Site Capital Facilities:* These include buildings for public services, like a fire station, wastewater treatment facility, or storm water detention facilities.
3. *On-Site Operation and Maintenance:* Property owners will need to finance the ongoing operation and maintenance cost of the following public facilities: fire protection and emergency medical services, street lighting and landscaping, and regional storm water detention facilities.
4. *Off-Site Roads:* Road improvements outside the Study Area that are necessary to accommodate traffic generated by East Otay Mesa Development. East Otay Mesa property owners shall be responsible for their “fair share” of the construction cost of these road improvements.

-
5. *Off-Site Capital Facilities:* Regional facilities such as a regional wastewater treatment plant, for which East Otay Mesa property owners shall contribute their “fair share.”
 6. *Public Transit Service:* Property owners may be asked to finance local bus service through a local improvement district in accordance with County and MTDB transit policies.

These facilities are discussed in depth in the Circulation Element and Public Facility Element.

The facility phasing and financing plan herein is intended as a guide and general direction for capital improvements. Implementation will need to take into account key factors which will change over the course of the area’s development, including:

- Rate/Intensity and Location of Development
- Facility Capacity Determination
- Sources of Financing
- Land Secured Public Debt Lien-to-Value Ratio
- Land Value

2.6.1 Public Facility Phasing

The Otay Subregional Plan allows development to proceed as one geographic phase. However, the plan also allows non-geographic phasing of development if adequate public facilities and services are provided.

In order to accommodate a non-geographic phasing plan, on-site and off-site facility demand and phasing was analyzed in a comprehensive pro-

cess. Alternatives for on-site backbone facilities (primarily roads, wastewater treatment, and storm water drainage facilities) were analyzed to determine which increments were most critical to the development and which were to benefit most of the property owners. Simultaneously, the capacity of off-site facilities was analyzed to determine the thresholds of on-site development which facilities could support. Cost estimates were prepared for the recommended on-site and off-site facility improvements. These cost estimates were compared to the estimated land secured public debt financing capacity for the recommended first phase improvement plan, based on the currently acceptable lien-to-value ratios for the Specific Plan Area.

Phase One

Based on this analysis, it was determined that the recommended first phase of public facilities in East Otay Mesa should be of a magnitude to support 500 gross acres of development (equivalent to 400 net acres). A key factor in this determination was the availability of wastewater treatment facilities from Metro. A million gallons per day of treatment capacity has been acquired for East Otay Mesa, which is enough to support 500 gross acres of development. Currently, an on-site sewer treatment study is underway that evaluates the potential feasibility of a treatment plant in Otay Mesa to serve future development. After that point, if additional capacity cannot be acquired from Metro in a timely and cost-effective manner, it may be necessary to build an on-site treatment plant. Building an on-site treatment plan would be a major undertaking, requiring years for planning, permitting and construction, and thus would be a major threshold for development in East Otay Mesa.

The financial analysis also indicated that the Spe-

cific Plan Area had an acceptable lien to value ratio for a Local Improvement District, (see Glossary for definition) to issue land secured public debt instruments to finance the recommended first phase "backbone" on-site roadway and infrastructure plan, as well as other capital facilities. Additional on-site improvements beyond what is recommended may be dependent on the amount of funding required contributions for off-site roadway improvements.

The East Otay Mesa property owners are encouraged to form a Local Improvement District to implement the coordinated recommended first phase of improvements as recommended in the Specific Plan. However, it is recognized that the implementation of all the recommended first phase improvements may require significant initial capital funding. Moreover, the recommended first phase improvements are based on current information and circumstances. Therefore, the property owners, subject to County approval, have the option of implementing alternative phased facility improvements for individual development proposals provided adequate facilities and services are provided. If initial development proposals are required to improve needed facilities beyond their "fair share", the County may enter into reimbursement agreements with affected property owners. The purpose of these agreements is for the County to reimburse these property owners by collecting funds from subsequent development proposals that will utilize the facilities.

It should be pointed out however, that all Tentative Maps in the Specific Plan Area will be conditioned to required initial developers in the East Otay Mesa to not oppose formation of future Improvements Districts to the extent allowable by State law. This requirement may further expedite the reimbursement of funds to the initial developers.

The recommended first phase, capital facilities are described as follows:

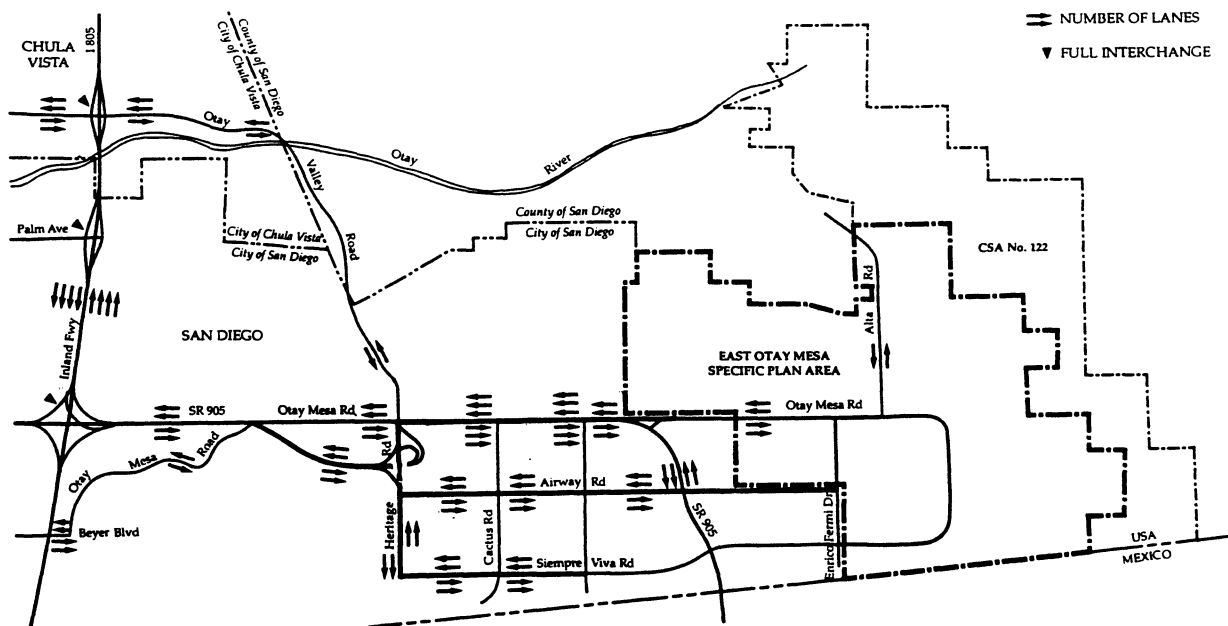
1. Acquisition of Metro Capacity for Wastewater Treatment

The County has purchased 1.0 million gallons per day capacity of San Diego Metropolitan Sewage System (Metro) treatment capacity from National City, which accommodates 500 gross acres of development. This capacity is being held in the interim by the Spring Valley Sanitation District until the East Otay Mesa Sanitation District is formed. East Otay Mesa property owners will reimburse the Spring Valley Sanitation District, over a period of ten years, once the East Otay Mesa Sanitation District is formed. Fair share reimbursement charges have to be paid at the building permit stage for the connection to the Otay International Center (OIC) and Pump Station and to the Prison Sewer Line on a project by project basis.

2. Fair Share Contribution to Off-Site Roads, If Required

There is currently no or very limited existing off-site road capacity to accommodate development in East Otay Mesa. Any improvement of off-site roads would improve accessibility in the City's portion of the Mesa. It may prove feasible to share off-site road improvement costs with the City of San Diego. Other jurisdictions may also benefit by off-site road improvements.

Assuming improvements to off-site road capacity would be shared with the City's West Otay Mesa, City/County staff studied off-site road improvement options to service 1,000 acres of development, half in the City and half in the County. Summarized below are four alternatives, the first three of which produced this capacity and would involve some freeway improvement.



Off-Site Road Improvements
Figure 2-27

- A. Build an interim extension of SR-905 east to Heritage Road; and improve east/west arterials to County jurisdictional border, see Figure 2-27, Off-Site Road Improvements;
- B. Build interim SR-125 to Otay Mesa Border Crossing for north-south capacity, and upgrade one east-west arterial to 6 lanes to the existing improved terminus of SR-905;
- C. Build interim SR-905 to the Otay Mesa Border Crossing;
- D. Use of major arterial roads, including Otay Mesa Road, Siempre Viva Road, and Airway Road, and feeding traffic to Heritage Road. From Heritage Road, traffic would flow north to the new freeway interchange at Palm Avenue and I-805. This alternative

did not meet the 1,000 acre capacity objective.

Alternative A is by far the least costly option that meets the objective of 500 gross acres of development in the Specific Plan Area. It assumes 500 gross acres of development would be allocated to the City's West Otay Mesa. The other alternatives have higher costs or do not meet the capacity objectives. Figure 2-27, Off-Site Road Improvements shows the preferred alternative that would provide capacity for the full first phase of development.

The availability of public or toll authority funding for the design and construction of SR-905 (by Caltrans) and SR-125 (by California Transportation Ventures) is critical to the determination of the amount of off-site road contributions required from East Otay Mesa property owners. Currently,

there is only funding for preliminary design and the environmental reports necessary for the route adoption procedure. Caltrans has indicated that if funding for design and construction were available, freeway improvements would not be open to traffic until late 1997 or early 1998. See the Circulation Element Technical Report for a more detailed discussion.

3. *On-Site Roads and Infrastructure Facilities:*

There are two alternative approaches to the first phase of road improvement plans, as depicted in Figures 2-28 and 2-30. Infrastructure included in Phase One roads right-of-way include:

- Water Distribution System
- Wastewater Collection System
- Reclaimed Water Distribution System
- Storm Water Drainage Collection System
- Dry Utilities - Telephone, Gas, Electric Power, and Cable TV

The proposed Phase One road improvement plan may be considered the minimum backbone road system providing a loop of Otay Mesa Road to Siempre Viva Road, see Figure 2-28. This alternative is preferred because it is less costly and more financially feasible to construct. The alternative expanded Phase One road plan is preferred by the property owners, see Figure 2-30, which also includes Lone Star Road in the initial construction. This alternative would provide greater access, however, it is more costly.

Land acquisition and construction cost of the backbone areawide "general interest portion" share of roads, as defined by Board of Supervisors Policy J-16, and the County Road Policy, dated March 20, 1962, is to be financed by all the property owners by means of a Local Improvement District and local impact fee. Land acquisi-

tion and construction cost of the lane and parkway adjacent to private property or the "local interest portion," as defined by Board of Supervisors Policy J-16, and the County Road Policy, is the financial responsibility of property owners at time of development.

It should be noted that certain portions of planned roads are located on the City/County jurisdictional boundary, with the centerline of these roads serving as the boundary. It is assumed that the allocation of the responsibility of financing for roadway improvements will be on the basis of property frontage.

In implementing State Route 125 and/or 905, Caltrans has indicated that it will be responsible for financing the design, land acquisition and improvements. This will include signalization of the portion of Otay Mesa Road between the ramps termini that facilitate access to the freeway. The financial participation would be negotiated by the City, County and Caltrans as part of a Freeway Agreement.

The key variable in deciding whether to build the minimum (Figure 2-28) or the expanded (Figure 2-30) road network in Phase One is the cost of fair share contributions to off-site roads. If the cost is high, possibly only the minimum road system is affordable. Moreover, the expanded network is best-timed to coincide with the construction of the Lone Star ramps of SR-125. Those ramps will be built after construction of an interim SR-125, at a point in time when demand warrants.

The individual property owners have the option of improving facilities beyond their fair share to allow for expedited improvements to their properties. Reimbursement agreements may be executed for reimbursements in such situations.

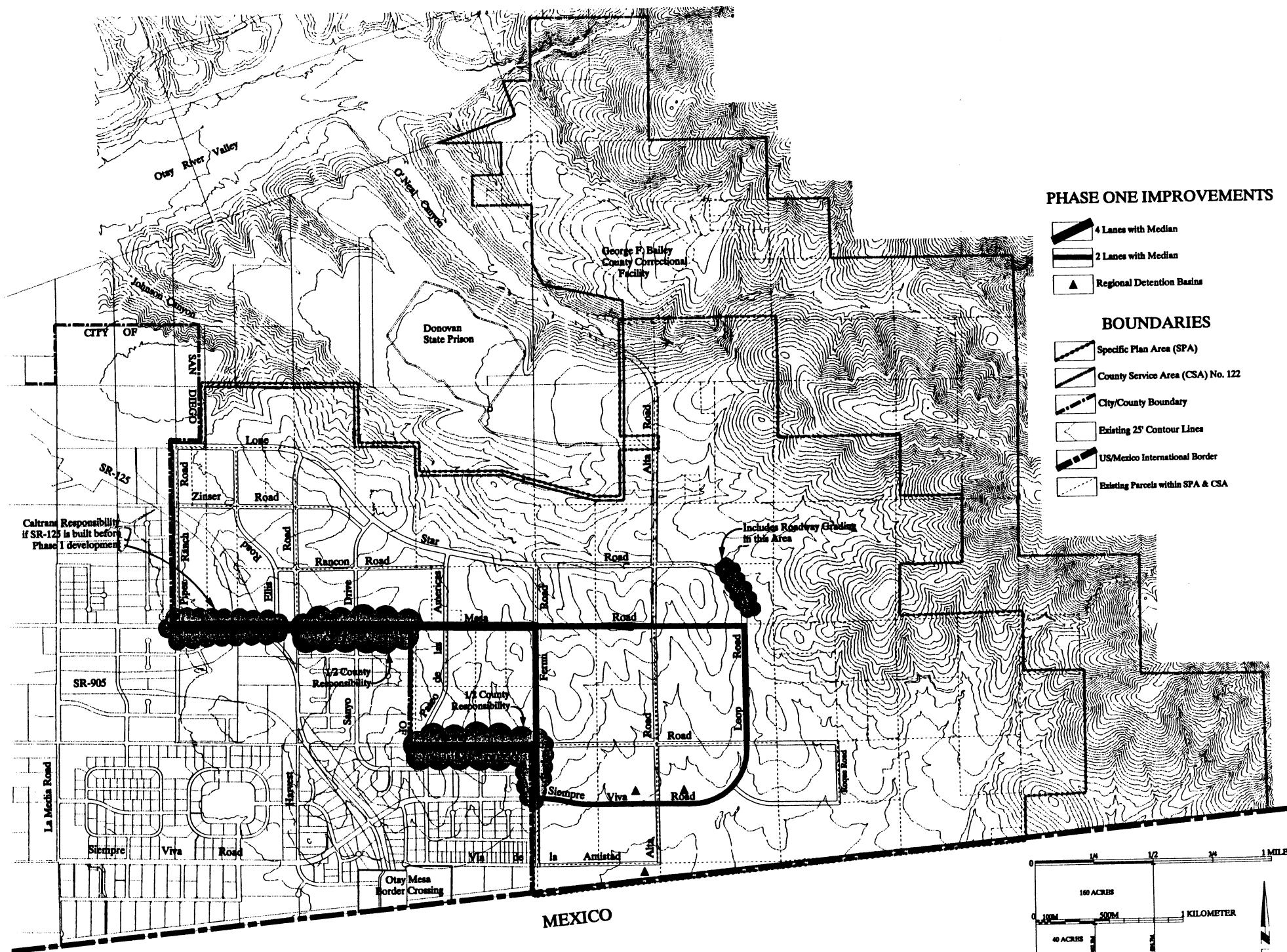


Figure 2-28, Phase One Improvement Plan

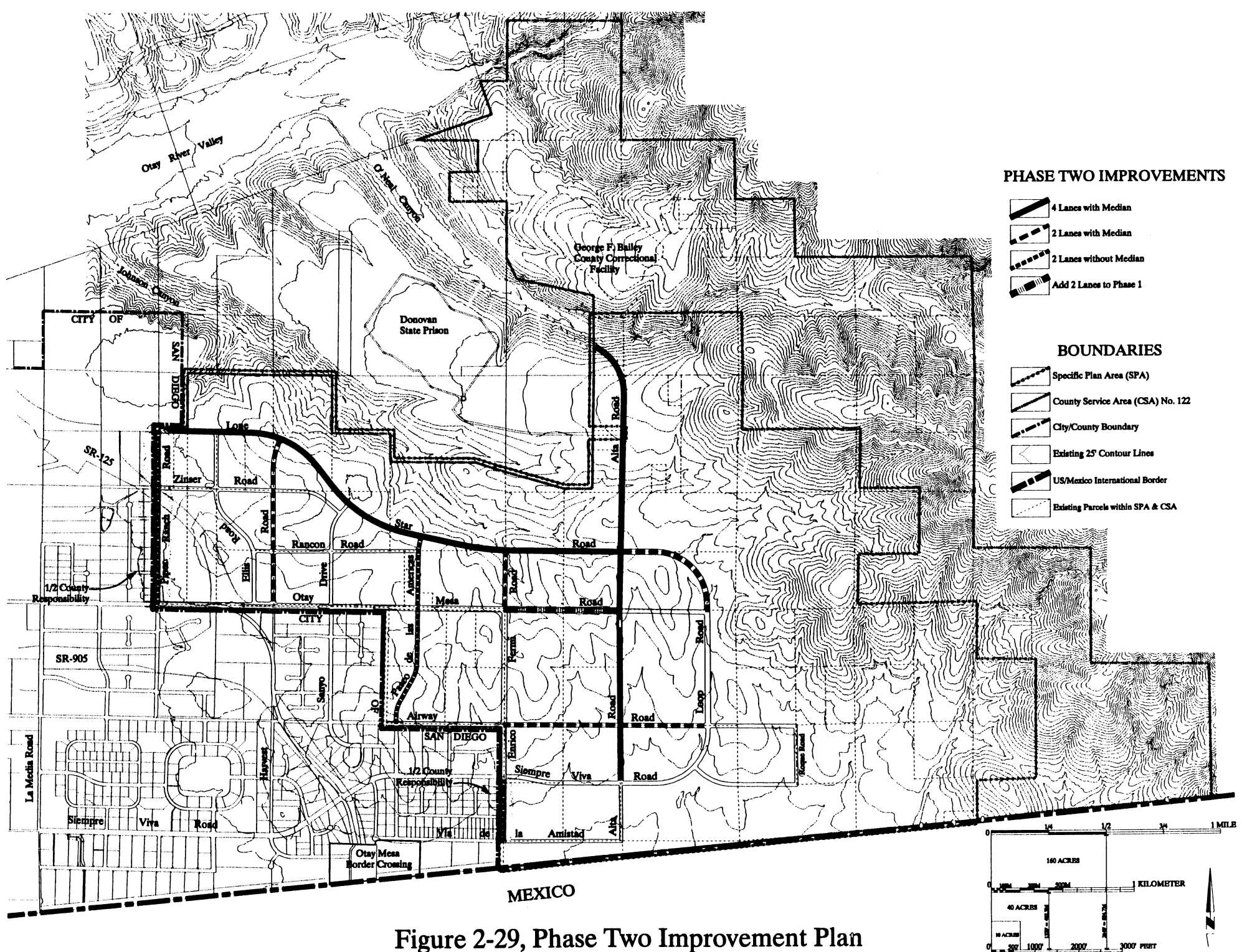


Figure 2-29, Phase Two Improvement Plan

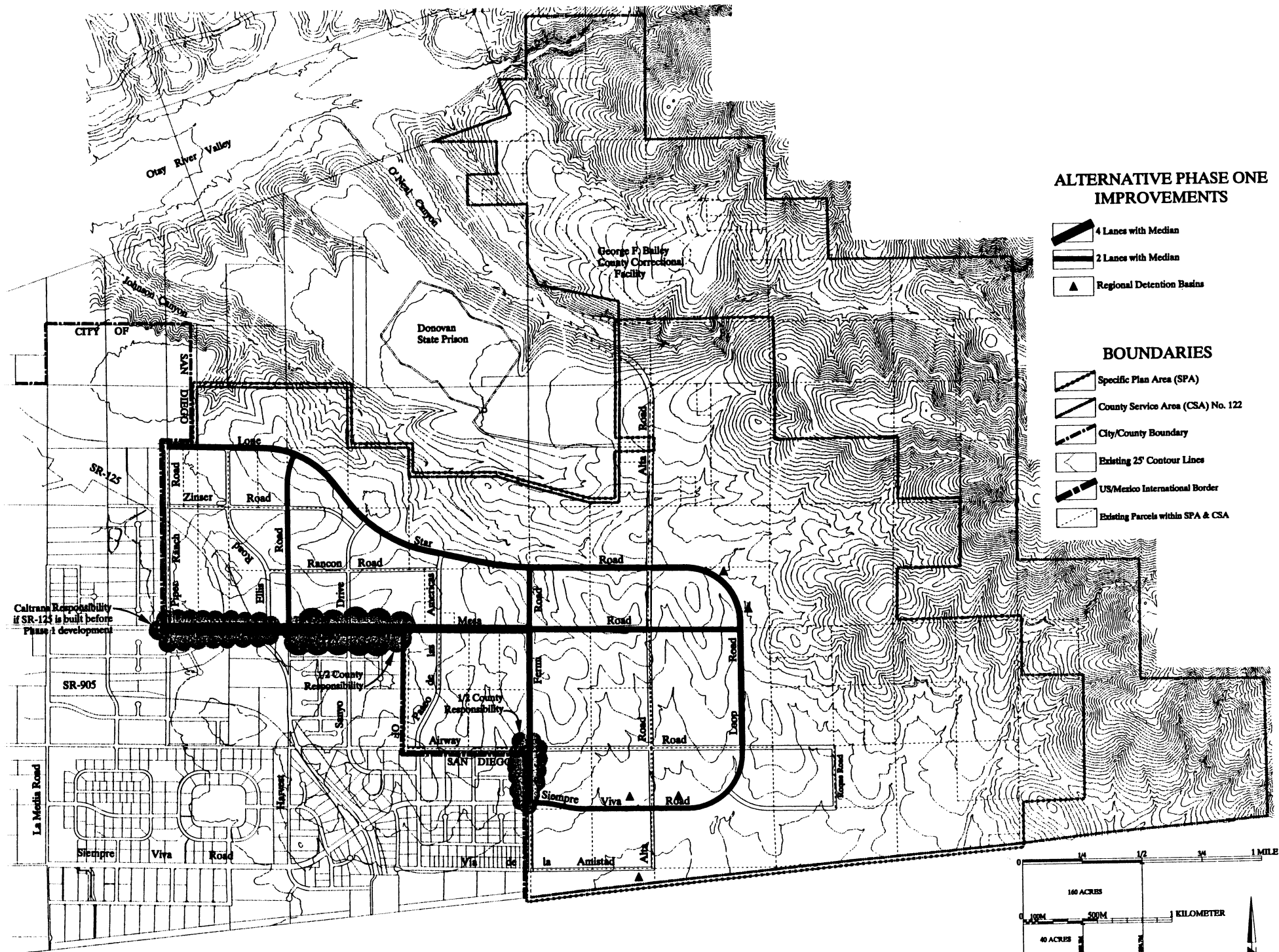


Figure 2-30, Alternative Phase One Improvement Plan

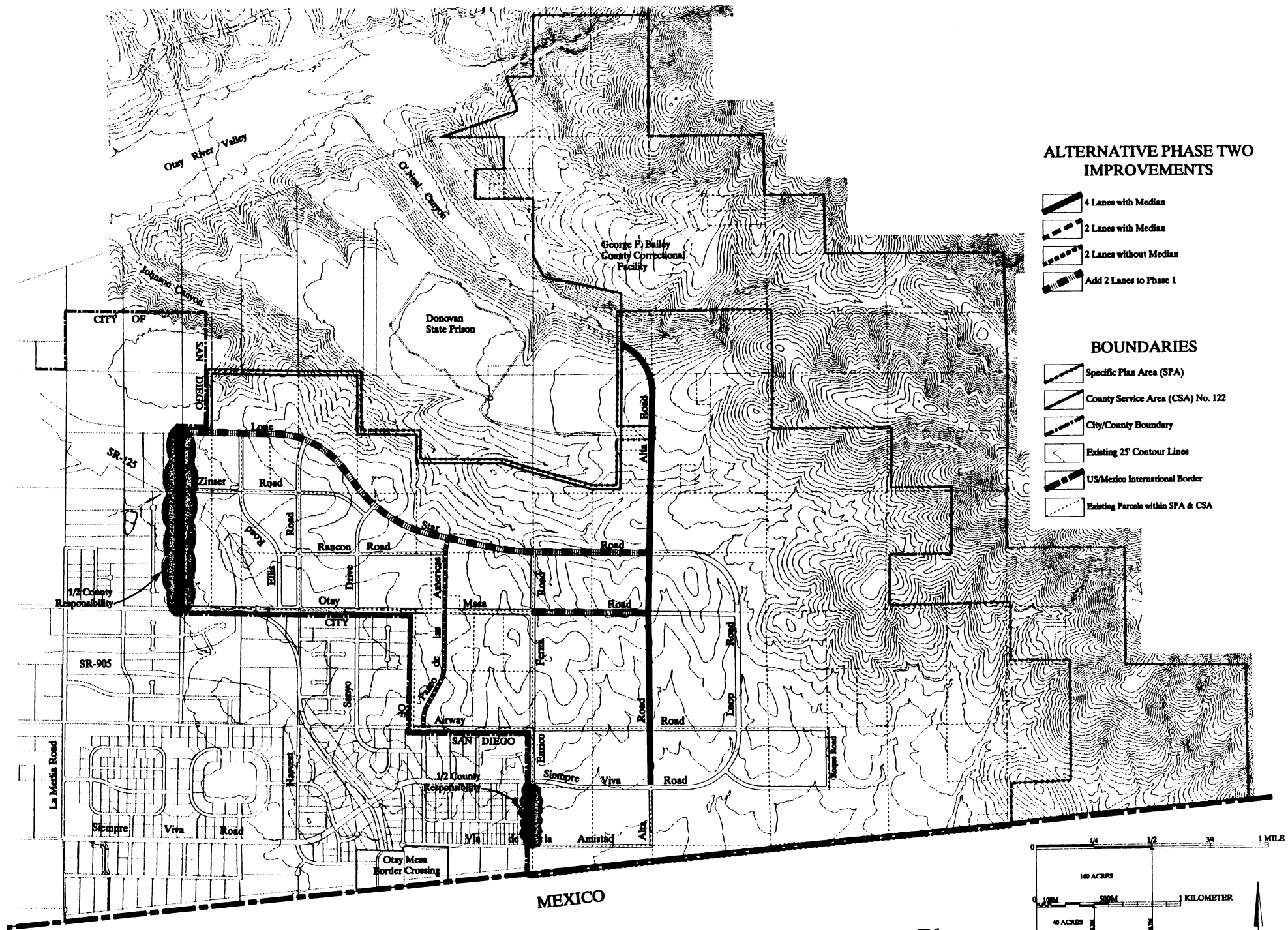


Figure 2-31, Alternative Phase Two Improvement Plan

4. Fire Station

Prior to any development in East Otay Mesa, an adequate level of fire protection and emergency medical services must be assured. There are two options for providing capital facilities to accommodate the first phase of development:

- Build an interim fire station at the site which has been dedicated at Otay Mesa and Alta Road.
- Alternatively, the Rural Fire Protection District would coordinate with the City of San Diego to share the capital and operating cost of a fire station planned at Brown Field.

Capital as well as operating costs for fire protection can be financed by established funding mechanisms such as a combination of a Local Improvement District and impact fees.

Phasing Thresholds and Pace of Development

Table 2-2, Recommended Key First Phase Improvements, indicates critical thresholds for construction of major public facilities. Table 2-3, Recommended Phasing Plan, summarizes the phasing plan, showing the first phases of development and the ultimate buildout condition.

Based on the Market Study prepared for the Specific Plan, the earliest point at which development would begin is 1998. If Otay Mesa Road is widened to six lanes, some modest capacity will be available in 1995. However, due to off-site roadway constraints, significant development will not be in place until late 1997 or early 1998 at the earliest, assuming freeway and local off-site roadway capital costs are funded. Under one scenario, land would be absorbed slowly in the early years

since it is competing with the City's West Otay Mesa industrial areas which are more centrally located and have infrastructure. In the first years of development, the first 400 net acres or 500 gross acres will be built. Another scenario indicates that development of East Otay Mesa could be delayed until all of the adjacent City industrial land is built out, and then rapidly built out in the following years.

Ultimate Buildout

Subsequent phases of public facilities are to be built commensurate with the pace of development. Figures 2-29 and 2-31, Phase Two Improvement Plans, show the alternatives for the ultimate buildout of the facilities that will be jointly financed by the property owners. If the pace of development is fairly rapid, with a large amount at the outset and a steady pace thereafter, it may be possible to build improvements in one large second phase possibly financed by a Local Improvement District impact fees. Alternatively, it may be necessary to build the improvements in smaller phases over a longer period of time possibly financed by reimbursement agreements and impact fees. Capital improvements and necessary public services would be provided prior to the time of need, based on the rate of development.

Public Facility Phasing Policies

***Policy F-1:** Phasing of development shall be non-geographic.*

Implementation: The County will require the provision of adequate facilities and services as conditions of tentative subdivision maps to be implemented prior to recordation of final subdivision maps.

Table 2-2
Recommended Key First Phase Improvements

Wastewater Treatment	Secure 1 million gallons per day Metro capacity from National City.
Off-Site Roads	Three options described above.
Water	Facilities as per Otay Water District Master Plan.
On-Site Roads	Minimum loop roadway network.
Fire Protection	Interim Fire Station or coordinate with City to provide joint services.

Policy F-2: Development within the East Otay Mesa Specific Plan Area shall only be built to a level supported by off-site facilities.

Implementation: As discussed above, the existing off-site transportation facilities are inadequate to support the development of planned land uses in East Otay Mesa. The off-site wastewater treatment and transportation public facilities to be improved in the recommended initial phase would be adequate to support 500 gross acres of development. After the initial phase of public facilities are built, the County will monitor off-site public facility capacity, especially wastewater treatment and roadway capacity, to keep pace with the rate of development in the East Otay Mesa Specific Plan Area. The County will continue to coordinate with CalTrans and the City of San Diego to promote the recommended initial and ultimate buildout transportation facilities as described in Policy C-15. The County will review off-site roadway capacity pursuant to the Circulation/Land Use Monitoring Program described in Policy C-16. Prior to the discretionary permit approval, the County will verify off-site facility capacity and mitigation program for consistency with the policies of the Specific Plan.

Policy F-3: On-site public facilities shall be constructed as a coordinated program designed to serve a specified threshold of development.

Implementation: The recommended first phase (Phase One) and ultimate buildout phase (Phase Two) of on-site facility improvements are described above. However, the Specific Plan does not preclude any individual property owner to propose an alternative improvement phasing approach that provides adequate public facilities and services in advance of development. The County will review and may approve alternative phasing as part of an individual project discretionary permit review process. This review process will include analysis of existing and proposed on-site roadway capacity required pursuant to the Circulation/Land Use Monitoring Program described in Policy C-16.

2.6.2 Financing Strategy

Capital Costs

The optimum strategy for financing capital facilities needed as part of the initial phase of develop-

Table 2-3
Recommended Phasing Plan

	Phase One	Ultimate Buildout
<i>On-Site Roads</i>	<p>Proposed Plan:</p> <ul style="list-style-type: none"> • Otay Mesa Road • Loop Road from Otay Mesa to Siempre Viva • Enrico Fermi Drive between Otay Mesa Road and Airway Road, See Figure 2-29 <p>Alternative:</p> <ul style="list-style-type: none"> • Add Lone Star Road, Airway Road to Harvest Road and portions of Loop Road and Enrico Fermi Drive See Figure 2-31 	<p>Proposed Plan:</p> <p>See Figure 2-30</p> <p>Alternative:</p> <p>See Figure 2-32</p>
<i>Off-Site Roads</i>	<ul style="list-style-type: none"> • Extension of SR-905 to Heritage and local east-west arterial improvements as described in the Circulation Element of the Specific Plan, See Figure 2-28 	<ul style="list-style-type: none"> • Construct planned first phase of SR-905, or SR-125 and fully improve and Otay Mesa Road between SR-125 and SR-905
<i>Water Supply and Storage</i>	<ul style="list-style-type: none"> • Otay Water District existing and planned facilities adequate to serve Phase One 	<ul style="list-style-type: none"> • Otay Water District - Facilities built as necessary
<i>Water Distribution</i>	<ul style="list-style-type: none"> • Distribution lines in Phase One roads 	<ul style="list-style-type: none"> • Distribution lines in all Specific Plan Circulation Element roads
<i>Wastewater Treatment System</i>	<ul style="list-style-type: none"> • Metro treatment of up to 1 million gallons per day 	<ul style="list-style-type: none"> • Proposed Plan: Metro Treatment Facilities as per Clean Water Program • Alternative: On-site treatment complex
<i>Wastewater Collection</i>	<ul style="list-style-type: none"> • Wastewater collection lines in Phase One Roads connecting to Metro's OIC and Prison Line 	<ul style="list-style-type: none"> • Wastewater Collection lines in all Specific Plan Circulation Element roads
<i>Reclaimed Water Distribution System</i>	<ul style="list-style-type: none"> • Distribution lines in Phase One roads 	<ul style="list-style-type: none"> • Distribution lines in all Specific Plan Circulation Element roads
<i>Storm Drainage</i>	<ul style="list-style-type: none"> • Combination of on-site detention and regional detention facilities in selected southern watershed subregions 	<ul style="list-style-type: none"> • On-Site Detention
<i>Fire Protection</i>	<ul style="list-style-type: none"> • Interim fire station and equipment at Otay Mesa and Alta Road site • Alternative: Coordinate with the City to provide joint facility and service 	<ul style="list-style-type: none"> • Expanded fire station at Otay Mesa/ Alta Road site • Alternative: Same as Phase One

ment in the East Otay Mesa Specific Plan Area is to use land-secured public debt instruments. This type of financing would be obtained either through the formation of a Local Improvement District, used herein as a general term to apply to financing available pursuant to formation of an Assessment District (1911-1913 Improvement Acts), a Community Facilities District (1982 Mello Roos Community Facility Act), or some other Special District. The amount of public debt financing permissible will be limited by the prevailing acceptable lien-to-value ratio of the land after the public improvements are constructed. Subsequent phases of infrastructure and public facility improvements would be financed either through: (1) Countywide, Special District or local impact fees on development collected when building permits are issued; (2) additional public debt instruments, which could be issued based on the increase in lien-to-value ratio of the land generated by earlier development; and/or (3) revenue bonds issued by specific service districts such as a Sanitation District.

Other sources of financing for specific types of public improvements may also be available. These include, but are not limited to:

1. Intermodal Surface Transportation Efficiency Act funding, channelled through SANDAG, to pay for certain regional road and transit improvements.
2. North American Free Trade Agreement funding, channelled through SANDAG, to pay for certain regional road and transit improvements.
3. California Transportation Ventures, a private firm that may finance the SR-125 toll road and improvements to Otay Mesa Road between Piper Ranch and Sanyo Drive to

facilitate access to the freeway.

4. Reclaimed Water Sales Revenue, which would be generated if an on-site wastewater treatment plant is built and the Sanitation District sells the treated wastewater.
5. Private Landowner Financing of Facilities and applicable Reimbursement Agreements, where the landowner constructs the facilities with private resources, and the other property owners who benefit from the improvement reimburse the initial contributing landowner in the future.
6. Community Development Block Grant Funds could be used to finance first phase public facility improvement design.
7. Joint financing of shared public facilities and associated pertinent costs with the City of San Diego and/or the City of Chula Vista.

Operation and Maintenance Costs

Most types of operation and maintenance costs related to public facilities are provided for either by the County General Fund or user fees or benefit fees collected by a service provider. The County collects property taxes and other general revenues to pay for such services as law enforcement. The gas tax is used to pay for road maintenance. Service providers, for example the Otay Water District, collect fees for services provided. However, some types of operational and maintenance services required in East Otay Mesa will not be covered by either of these types of funding, so other administrative and funding arrangements are necessary. The following facilities will need supplemental funding of on-going operation and maintenance:

- Fire Protection and Emergency Medical Services will require funding to supplement the property tax revenues of the District.
- Regional Storm Water Detention
- Parkway Landscaping

County Service Areas, Community Facility Districts, or Benefit Assessment Districts can be used to collect special taxes or assessments to pay for operation and maintenance expenses of public improvements and services. Through these mechanisms, property owners are billed on their property tax bill for their pro-rated share of the operation and maintenance costs.

The San Diego County Street Lighting District encompasses the entire County for the purpose of maintaining street lights. As each parcel develops, it would be billed its share of district costs on the property tax bill.

Financing Strategy Policies

***Policy F-4:** The initial and ultimate public facilities are to be financed by all benefiting property owners using various sources of public and private financing.*

Implementation: The County will work with the property owners to secure appropriate public financing for public facilities. Initial funding of County services could be generated by the County Service Area (CSA) or a local improvement district or other means.

Property owners may use private funds to construct planned public facilities and services. The County may permit reimbursement agreements, as discussed above. The intent of this provision is to allow for individual property owners to proceed with development in East Otay Mesa prior to implementation of the initial phase of improve-

ments. The benefiting property owners and/or the first phase improvement district will reimburse those property owners who have provided more than their fair share of local and/or regional facility improvements subject to County approval.

***Policy F-5:** Property Owners in East Otay Mesa shall contribute their fair share toward financing the off-site transportation facilities necessary to serve the demand created by East Otay Mesa.*

Implementation: To the extent that East Otay Mesa contributes to the need for road improvements outside its boundaries, East Otay Mesa property owners shall mitigate their impacts by participating in impact fee programs, or other means determined prior to recordation of any maps in East Otay Mesa. The regional financing plan or impact fee program shall be approved and adopted by the Board of Supervisors.

2.6.3 Implementation

Local Improvement District

The first step in implementing backbone public facilities will be formation of a County Service Area or public financing district for the phase one improvements. The CSA or public financing district could be responsible both for financing and for project administration. In reference to the financing, the County, City, Sanitation District, or Fire District issues the bonds, and charges the proportionate tax or assessment liability to each property.

Special Districts

Special districts will take responsibility for construction of their respective capital facilities in East Otay Mesa, as follows:

Water	Otay Water District
Wastewater Treatment	East Otay Mesa Sanitation District (to be formed)
Fire Station	Rural Fire Protection District

Funding for these capital improvements will come from one or a combination of the following sources: a benefit assessment district, impact fees and/or user fees.

Joint Powers Agreements

For some types of public facilities in East Otay Mesa, where jurisdiction is not entirely within the County, it is recommended that the County consider Joint Powers Agreements with the City of San Diego and the City of Chula Vista. A Joint Powers Agreement enables facilities to be jointly funded and financed by different jurisdictions. Specific recommendations are as follows:

Off-Site Road Improvements: Several of the road improvements necessary for the development of East Otay Mesa are outside the Study Area. These include:

- Interim SR-905
- Interim SR-125
- Regional Share Arterials - Otay Mesa Road, Airway Road, Siempre Viva Road, Heritage Road, Lone Star Road, Otay Valley Road, La Media Road, Alta Road, Harvest Road, etc.

Joint Powers Agreements may be required for East Otay Mesa property owners to contribute to the construction of these road improvements.

Fire Protection and Emergency Medical: It is clear that a new fire station is needed to serve development in East Otay Mesa. The City of San

Diego has indicated that additional fire protection services are also required for the City's West Otay Mesa industrial area. It may be most efficient to provide fire protection services to both industrial areas from a single fire station. A Joint Powers Agreement would be a vehicle for establishing this type of shared fire protection and emergency medical service. Alternatively, the RFPD could contract for service or could provide service itself.

Local Development Corporation

A Local Development Corporation (LDC) is a public corporation that performs a variety of services related to the development of a specific area, for example, the City of San Diego's Center City Development Corporation. The purpose of forming a LDC is to have a single agency focused on facilitating improvements in a particular area. The Board of Supervisors may consider creation of a LDC to further development in East Otay Mesa.

Critical First Steps for Implementation

Listed on the next page are a series of actions that should be taken in order to begin implementation of phase one improvements that will open East Otay Mesa for development.

- Certification of an Environmental Impact Report for the General Plan Amendment, Specific Plan and other implementation actions
- Adoption of the East Otay Mesa General Plan Amendment and Specific Plan
- Annexation of certain properties to the Otay Water District's Improvement District Number 7

-
- Formation of a Sanitation District
 - Annexation of certain properties to the Rural Fire Protection District
 - Approval by Local Agency Formation Commission (LAFCO) for the formation of, or annexation to, service districts
 - Formation of a Local Improvement District, depending on when liens are placed on the property, after engineering plans and construction bids are submitted.
 - Establishment of Joint Powers Agreements to provide shared services and facilities in the City(s) and County
 - Study contracting with adjacent cities for certain services
 - Study the potential for the formation of a Local Development Corporation

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Regulatory Provisions

This chapter sets forth the regulatory provisions and procedures for implementing the East Otay Mesa Specific Plan. The regulations have been developed with several key goals in mind:

- *Protect sensitive environmental resources;*
- *Accommodate land uses and building types appropriate to an international industrial park;*
- *Coordinate development with a comprehensive planned network of regional and local roads; and*
- *Achieve a high quality industrial and business district through good site planning and building design.*

These regulatory provisions shall be applicable to all areas of East Otay Mesa within the Specific Plan Area. The use and employment of all land and any buildings or structures located upon the land and the construction, reconstruction, alteration, expansion, or relocation of any building, structure or use upon the land, shall conform to all regulations applicable to the district in which the land is located. No land, building, structure or premises shall be used for any purpose or in any manner other than is permitted in the district in which such land, building, structure or premise is located, except as provided by the Nonconforming Use provisions of the County's Zoning Ordinance.

3.1 Development Review

This section outlines the review process for development projects and gives an overview of the special types of regulations for development in East Otay Mesa.

3.1.1 Development Review Process

There are four steps in the development review process for projects in East Otay Mesa: (1) Subdivision Review, a review of grading and land subdivision that results in an approved Tentative Map or Tentative Parcel Map and a Final Map or Final Parcel Map; (2) Site Plan Review, a design review of schematic drawings against specified Site Planning and the Design Guidelines, adopted separately; and (3) Building Review, a plan check of construction documents that results in a Building Permit; and (4) Zoning Review, resulting in a use permit or other discretionary permit, which is required if the proposed land uses are not "permitted uses" under the land use regulations.

3.1.2 Development Regulations

Several types of development regulations and guidelines have been prepared as part of the Specific Plan in order to guide development in East

Otay Mesa. The regulations are intended to supplement selected provisions of the County Zoning Ordinance and provide more detail about development standards, guidelines, and implementation programs. For use standards, regulations, or procedures not expressly allowed by the provisions of this plan, the provisions of the Zoning Ordinance remain in effect.

Subdivision Regulations

The East Otay Mesa Specific Plan contains provisions related to the subdivision of residential, commercial and industrial land in the sections on development standards and site planning guidelines. Standards are established for minimum lot size, lot dimensions, etc. The guidelines address issues such as appropriate access points from streets and reciprocal access easements. Applications for land subdivisions are reviewed to ensure that they conform with these standards and guidelines.

The Specific Plan also states that the protection of sensitive environmental resources is an issue that must be resolved during the Subdivision Review process. For sites where sensitive biological resources and/or steep slopes have been identified in the Specific Plan and given a "G" Designator as indicated in Figure 3-33, a Resource Conservation Plan must be approved by the County prior to approval of a tentative map, or if no subdivision is required, prior to any development including grading in accordance with the Sensitive Resource Area Regulations of the Zoning Ordinance.

The County Board of Supervisors is required by the Subdivision Map Act to deny approval of any tentative or final subdivision that is inconsistent with the Specific Plan pursuant to the California Government Code, Section 66474(b).

Land Use Regulations

The Zoning Map, Figure 3-32, shows the areas of each land use district in the East Otay Mesa Specific Plan Area. The Specific Plan sets forth land use regulations for each of the land use districts in the Study Area. Like the County Zoning Ordinance, the plan specifies permitted uses, permitted uses subject to limitations, uses subject to a minor use permit, and uses subject to a major use permit.

Sensitive Resource Area Regulations, "G" Designator

The East Otay Mesa Specific Plan recognizes that portions of the Specific Plan Area contain steep slopes and biologically sensitive resources. These include the vast majority of the hillside area which has both steep slopes and biologically sensitive resources.

In order to ensure that environmentally sensitive areas are appropriately protected, they are given a "G" Designator and are subject to the provisions of the Sensitive Resources Area Regulations of the Zoning Ordinance. The East Otay Mesa Specific Plan requires that prior to approval of a tentative map, or if no subdivision is needed, prior to any development including clearing or grading, a Resource Conservation Plan shall be approved by the County for parcels with a "G" Designator. This shall be a requirement of the Site Plan review process.

Community Design Review Area Regulations, "B" Designator and Site Planning and Design Guidelines

The entire East Otay Mesa Specific Plan, excluding rural residential areas, was given a "B" Designator and is subject to the provisions of Community Design Review Area Regulations of the Zoning Ordinance.

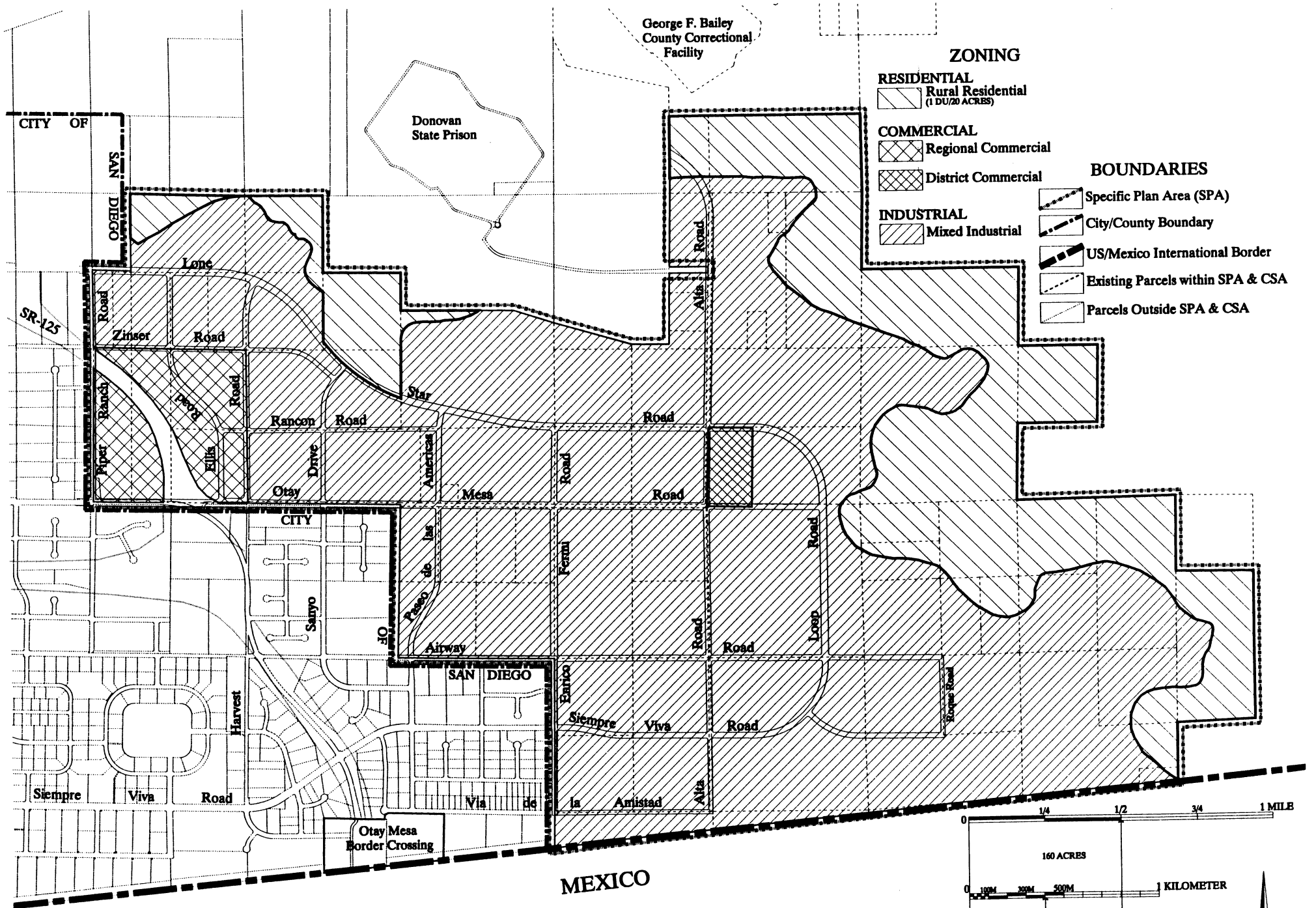


Figure 3-32, Zoning Map

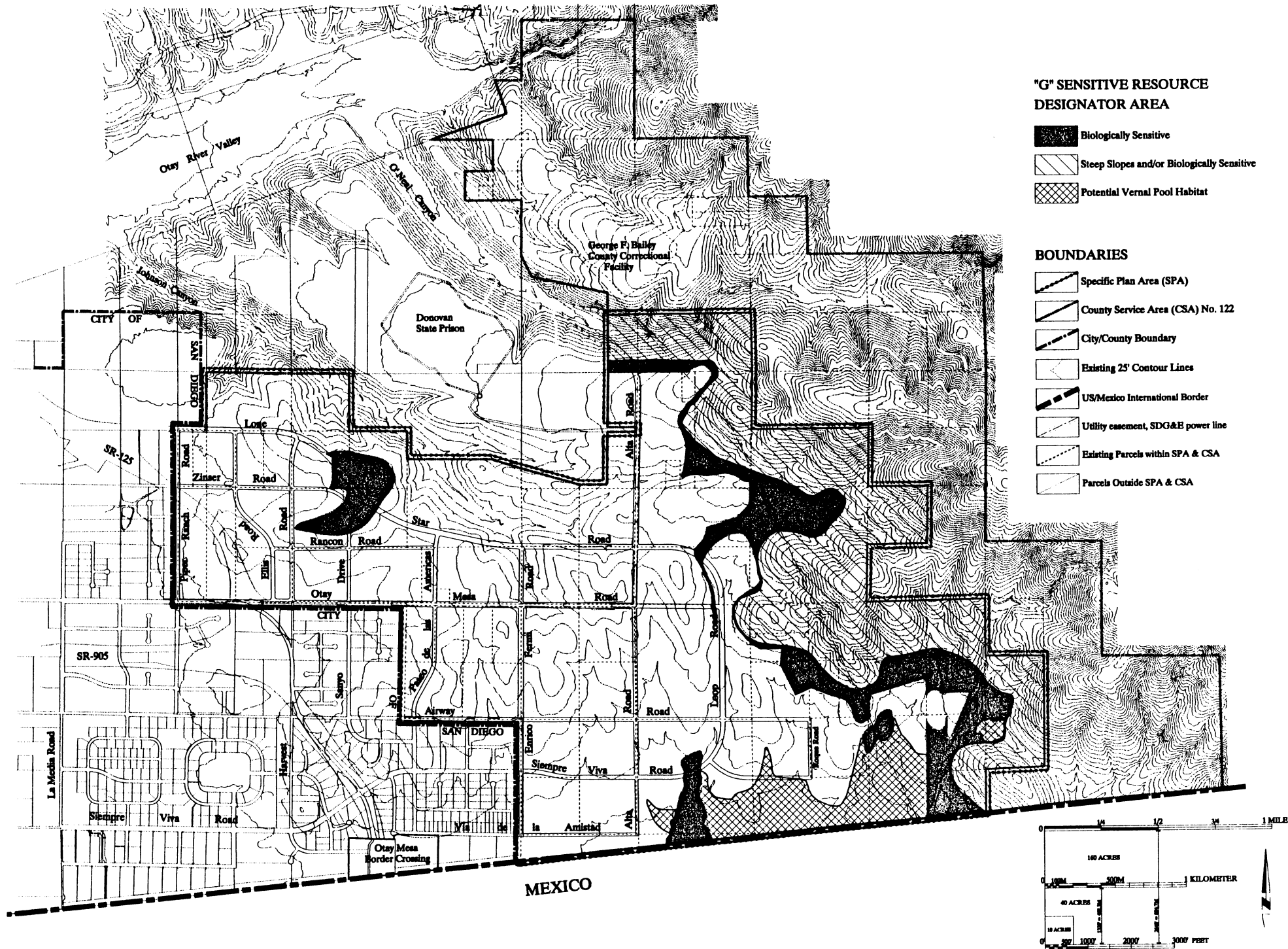


Figure 3-33, Sensitive Resources Area, "G" Designator Map

The main goal of the Design Guidelines is to create an industrial and business park that has a strong identity and is a place of distinction and quality. These Guidelines provide very detailed criteria for the review of development projects. They cover a wide range of site planning issues, including grading, landscaping, storage and loading areas, etc., as well as issues related to architectural design.

Development Standards

The East Otay Mesa Specific Plan sets forth development standards for: density, floor area ratio, building height, coverage, setbacks, usable open space and parking. Standards are established for each type of land use in the East Otay Mesa Specific Plan Area: industrial, regional commercial, district commercial, support commercial, and rural residential. These standards correspond to the zoning boxes of the Zoning Ordinance that establish minimum development standards. Any waiver or modification of these requirements would require approval of a variance in accordance with the Zoning Ordinance.

3.1.3 *Archaeological Clearances*

Except for those parcels already tested and cleared for archaeological resources, as indicated in Appendix 2, or subsequently cleared by the Department of Planning and Land Use, no development of any kind, including clearing and grading, shall be approved within the Specific Plan Area. The purpose of archaeological reviews is to require archaeological testing as a means of assessing impacts to important cultural resources, and to guide implementation of appropriate feasible mitigation measures.

3.1.4 *Mitigation Monitoring Program*

A mitigation monitoring program was prepared in order to assure compliance with the mitigation measures set forth in the environmental impact report for the Specific Plan. The various mitigation measures contained in the mitigation monitoring program are referenced and will be implemented in conjunction with the Specific Plan.

3.2 *Land Use Regulations*

This section of the East Otay Mesa Specific Plan sets forth land use regulations for each of the land use districts in the Study Area. The land use districts for the East Otay Mesa Specific Plan Study Area are Mixed Industrial, Support Commercial, District Commercial, Regional Commercial, and Rural Residential uses. For more precise locations of the zoning districts refer to the County's Zoning Map for East Otay Mesa.

Similar to the County Zoning Ordinance, the plan specifies permitted uses, permitted uses subject to limitation, uses subject to a minor use permit, and subject to a major use permit. The number in parentheses following each use refers to the use classification described in the County Zoning Ordinance, Section 1200 through 1899. The num-

ber in quotes following the use type refers to the Section in the County Zoning Ordinance which applies.

The uses listed herein are specifically allowed. However, other uses unforeseen at the time of Specific Plan adoption are allowed by Major Use Permit. Notwithstanding the above, the following uses are specifically prohibited:

- Manufacturing or storage of explosives
- Permanent storage of toxic waste
- Animal rendering plants.

3.2.1 Interim Uses

The following interim uses are allowed with a Major Use Permit within the Commercial and Industrial designated areas and are intended to allow appropriate temporary uses that will not have a detrimental effect on permanent development. These uses are allowed for a maximum initial time limit of five years. Additional five year periods may be allowed by Major Use Permit Modification. The approving body will evaluate any proposed Interim Use in consideration of any current, proposed, and foreseeable development in the area, and determine whether the interim use will be compatible with the surrounding area and can meet the use permit requirements at Section 7358 of the Zoning Ordinance. Interim uses are also subject to the Community Design Review Regulations of the Zoning Ordinance requiring Site Plan review. Special attention will be given to land use compatibility of open storage yard uses through use of screening and landscaping. The permitted interim uses include, but are not limited to, the following:

Agricultural Services (1420)
Automotive and Equipment (1430)
Storage of Non-operating Vehicles (1430)
Storage Recreation Vehicles & Boats (1430)
Construction Sales and Services (1455)
Scrap Operations (1530)
Spectator Sports and Entertainment (1535)
a) General
Swap Meets (1540)

3.2.2 Mixed Industrial – S88/EOM-1

The S88/EOM-1 Mixed Industrial Use District as described herein is intended to accommodate industrial plants that primarily engage in the manufacturing, compounding, processing, assembling, packaging, treatment, warehousing, or fabrication of materials or products.

Permitted Uses within the Industrially Designated Areas

1. Civic Use Types

Ambulance Services (1315)
Essential Services (1335)
Fire Protection Services (1340)
Law Enforcement Services (1346)
Minor Impact Utilities (1355)
Parking Services (1360)
Postal Services (1365)

2. Commercial Use Types

Agriculture and Horticultural Sales (1415)
Automotive and Equipment (1430)
a) Fleet Storage
b) Parking
c) Repairs (Heavy Equipment)
d) Repairs (Light Equipment)
e) Sales/Rentals (Heavy Equipment)

-
- f) Sales/Rentals (Farm Equipment)
 - g) Sales/Rental (Light Equipment)

Building Maintenance Services (1435)
Construction Sales and Services (1455)
*Research Services (1520)
Recycling Collection Facility (1512)

- a) Small "1"
- b) Large "2"

Recycling Processing Facility (1513)

- a) Light "3"

Wholesale Storage and Distribution (1550)

- a) Mini Warehouse
- b) Light
- c) Heavy

3. Industrial Use Types

- * Custom Manufacturing (1610)
- * General Industrial (1620)

4. Agricultural Use Types

Horticultural (1710)

- a) Cultivation
- b) Storage

Tree Crops (1715)
Row and Field Crops (1720)
Packing and Processing (1735)

- a) Limited
- b) Winery
- c) General
- d) Support

** May include office space normally associated with industrial operations, not to exceed 20 percent of the gross floor area.*

Uses Subject to a Minor Use Permit within the Industrial Areas

1. Civic Use Types

Administrative Services (1310)

Clinic Services (1320)
Cultural Exhibits and Library Services (1330)
Child Care Center (1332)
Small Schools (1375)

2. Commercial Use Types

Recycling Processing Facility (1513)

- a) Wood and Green Materials

Uses Subject to a Major Use Permit within the Industrial Areas

1. Civic Use Types

Community Recreation (1325)
Communications Services (1450)
Lodge Fraternal and Civic Assembly (1348)
Major Impact Services and Utilities (1350)
Religious Assembly (1370)

2. Commercial Use Types

Agricultural Services (1420)
Animal Sales and Services (1425)

- a) Stockyards

Automotive and Equipment (1430)

- a) Storage (Non-operating vehicles)
- b) Storage (Recreation Vehicles and Boats)

#Participant Sports and Recreation (1505)

- a) Indoor

#Retail Sales (1525)

- a) General

Scrap Operations (1530)
Spectator Sports and Entertainment (1535)

- a) General

4. Agricultural Use Types

Animal Waste Processing (1730)

#Requires mitigation based on a traffic study to evaluate impacts of trip generation rate greater than 100 trips per acre. A portion of the property may be required to be dedicated as open space to preclude additional development and compensate for the additional traffic being generated by non industrial uses within the industrial zone.

Support Commercial within Industrial Areas

The Support Commercial Uses are intended to provide convenience retail goods and services that meet the daily needs of the local workers within industrial districts generally within a trade area of less than one mile. Typically, Support Commercial Centers would be within walking distance, and thereby reduce traffic impacts.

Five Percent Area Allowed: Each industrial parcel is allowed a five percent allocation of its gross acreage for Support Commercial uses. If located at an intersection, the site plan review of a Support Commercial development project under the Community Design Review Area Regulations shall analyze traffic ingress and egress and require any mitigation necessary to assure the safe and efficient flow of traffic.

Ten Percent Limit: The transfer of Support Commercial allocations within the East Otay Mesa Specific Plan Area shall not result in more than ten percent of its gross acreage of any one parcel being utilized for Support Commercial development. If Support Commercial development is proposed on more than five percent of a parcel through the use of transferred allocations, the site plan review of the project under the Community Design Review Area Regulations shall analyze the traffic impacts and require any mitigation necessary to assure the safe and efficient flow of traffic.

Separation: Support commercial uses should be clustered at intersections or located at the interior of industrial developments. There shall be no less than 1,000 feet of distance between Support Commercial areas and Regional and District Commercial centers. The purpose of this regulation is to prevent strip commercial development and reduce traffic impact around commercial nodes.

Transfer of Support Commercial Allocations: Each industrial parcel is allowed a five percent allocation of its acreage for Support Commercial uses, and such allocation is transferable within the East Otay Mesa Specific Plan Area. The transfer of the Support Commercial allocation from one parcel to another shall be authorized by the County under a procedure to be promulgated by the County. Once the Support Commercial allocation has been transferred from one parcel to another, the transferring parcel shall no longer be eligible for Support Commercial development unless it is subsequently transferred to the parcel from another site.

Permitted Uses Qualifying as Support Commercial

1. Civic Use Types

Child Care Center (1332)
Essential Services (1335)
Minor Impact Services and Utilities (1350)

2. Commercial Use Types

Administrative and Professional Services (1410)
(Except office space must be less than 20,000 square feet)
Agricultural and Horticultural Sales (1415)
a) Agricultural Sales
b) Horticultural Sales
Automotive and Equipment (1430)
a) Parking
Building Maintenance Services (1435)

Business Equipment Sales and Services (1440)
 Business Support Services (1445)
 Communications Services (1450)
 Eating and Drinking Establishments (1465)
(Drive-through not permitted)
 Financial, Insurance and Real Estate (1475)
(Drive-through not permitted)
 Laundry Services (1495)
 Participant Sports and Recreation (1505)
 a) Indoor
 Recycling Collection Center (1512)
 Repair Services (1515)
 Retail Sales (1525)
 a) General *(Major stores over
 20,000 square feet not permitted)*

USES QUALIFYING AS SUPPORT COMMERCIAL with LIMITATIONS

1. Commercial Use Types

Agricultural Services "8" (1420)
 Automotive and Equipment (1430)
 a) Cleaning "8"
 b) Repairs [Heavy Equipment] "8"
 c) Repairs [Light Equipment] "9"
 d) Sales/Rentals [Heavy Equipment] "9"
 e) Sales/Rentals [Farm Equipment] "9"
 f) Sales/Rentals [Light Equipment] "9"
 Construction Sales and Services "8" (1435)

USES QUALIFYING AS SUPPORT COMMERCIAL SUBJECT TO A MAJOR USE PERMIT

1. Civic Use Types

Administrative Services (1310)
 Ambulance Services (1315)
 Clinic Services (1320)
 Cultural Exhibits and Library Services (1330)
 Lodge, Fraternal and Civic Assembly (1348)

Major Impact Services and Utilities (1350)
 Postal Services (1365)
 Religious Assembly (1370)

2. Commercial Use Types

Administrative and Professional Services
 (1410)
(Office space over 20,000 sq. ft.)
 Convenience Sales and Personal Services
 (1460)
 Eating and Drinking establishments (1465)
(Establishments with drive through windows)
 Food and Beverage Sales (1480)
 Gasoline and Diesel Fuel Sales (1490)
 Participant Sports and Recreation (1505)
 b) Outdoor
 Retail Sales (1525) *(Major store over 20,000
 square feet)*
 a) General
 Spectator Sports and Entertainment (1535)
 a) Limited
 b) General
 Transient habitation (1545)
 a) Lodging *(Without conference facilities,
 maximum of 100 rooms)*

3. Extractive Use Types

Site Preparation

3.2.3 District Commercial - S88/EOM-2

The intent of the District Commercial Use District Is to accommodate an appropriate range of retail goods and services intended to serve a 1 to 2 mile trade area. Community shopping centers are typi-

cally anchored by a super drug or similar community draw type use.

Permitted Uses Within Areas Designated for District Commercial

1. Civic Use Types

Child Care Center (1332)
Essential Services (1335)
Minor Impact Services and Utilities (1350)

2. Commercial Use Types

Administrative and Professional Services (1410)

(Except office space must be less than 100,000 square feet)

Agricultural and Horticultural Sales (1415)

- a) Agricultural Sales
- b) Horticultural Sales

Automotive and Equipment (1430)

- a) Parking

Building Maintenance Services (1435)

Business Equipment Sales and Service (1440)

Business Support Services (1445)

Communications Services (1450)

Eating and Drinking Establishments (1465)

(Drive-through not permitted)

Financial, Insurance and Real Estate (1475)

(Drive-through not permitted)

Gasoline Sales (1490)

Laundry Services (1495)

Participant Sports and Recreation (1505)

- a) Indoor

Recycling Collection Center (1512)

Repair Services (1515)

Retail Sales (1525)

- a) General
- b) Specialty

Permitted Uses Subject to Limitations within Areas Designed for District

Commercial

1. Commercial Use Types

Agricultural Services "8" (1420)

Automotive and Equipment (1430)

- a) Cleaning "8"
- b) Repairs [Heavy Equipment] "8"
- c) Repairs [Light Equipment] "9"
- d) Sales/Rentals [Heavy Equipment] "9"
- e) Sales/Rentals [Farm Equipment] "9"
- f) Sales/Rentals [Light Equipment] "9"

Construction Sales and Services "8" (1455)

Convenience Sales and Personal Services (1460)

(Maximum of one establishment)

Eating and Drinking Establishments (1465)

(One drive-through window establishment permitted)

Financial, Insurance and Real Estates (1475)

(One bank drive-through window permitted)

Gasoline Sales (1490)

Transient Habitation (1545)

- a) Lodging
- (Without conference facilities, maximum of 100 rooms)*

2. Industrial Use Types

All permitted uses in the mixed Industrial District (S88/EOM-1), provided that the development meets Site Plan and design review criteria for future use as a commercial site pursuant to the Land Use Element Section 2.1.2.

Uses Subject to a Major Use Permit within Areas Designated for District Commercial

1. Civic Use Types

Administrative Services (1310)

Ambulance Services (1315)

Clinic Services (1320)
 Cultural Exhibits and Library Services (1330)
 Lodge, Fraternal and Civic Assembly (1348)
 Major Impact Services and Utilities (1350)
 Postal Services (1365)
 Religious Assembly (1370)

2. *Commercial Use Types*

Administrative and Professional Services (1410)

(Office space over 100,000 square feet)

Automobile and Equipment (1430)

a) Storage [Non-operating Vehicles]

b) Storage [Recreational Vehicles and Boats]

Eating and Drinking Establishments (1465)

(Two or more drive-through windows)

Financial Establishments (1475)

(Two more bank drive-through windows)

Food and Beverage Sales (1480)

Funeral and Internment Services (1485)

a) Cremating

Participant Sports and Recreation (1505)

a) Outdoor

Spectator Sports and Entertainment (1535)

a) Limited

b) General

Transient Habitation (1545)

a) Lodging (More than 100 Rooms)

3. *Extractive Use Types*

Site Preparation (1820)

3.2.4 *Regional Commercial – S88/EOM-3*

The Regional Commercial Use District is intended to provide retail goods and services that serve a trade area greater than 2 miles. Regional Commercial Centers are typically anchored by large department stores, retail warehouse type facilities, or similar regional draw type uses.

Permitted Uses Within Areas Designated for Regional Commercial

1. *Civic Use Types*

Child Care Center (1332)

Essential Services (1335)

Minor Impact Services and Utilities (1350)

2. *Commercial Use Types*

Administrative and Professional Services (1410)

Agricultural and Horticultural Sales (1415)

a) Agricultural Sales

b) Horticultural Sales

Automotive and Equipment (1430)

a) Parking

b) Sales/Rentals [Light Equipment]

Building Maintenance Services (1435)

Business Equipment Sales and Service (1440)

Business Support Services (1445)

Communications Services (1450)

Convenience Sales and Personal Services (1460)

Eating and Drinking Establishments (1465)

Financial, Insurance and Real Estate (1475)

Gasoline Sales (1490)

Laundry Services (1495)

Participant Sports and Recreation (1505)

a) Indoor

Recycling Collection Center (1512)

Repair Services (1515)

Retail Sales (1525)

a) General

b) Specialty

Transient Habitation (1545)

a) Lodging

*(With conference facilities and
restaurants)*

**Permitted Uses Subject to
Limitations Within Areas
Designated Regional
Commercial**

1. Commercial Use Types

- Agricultural Services "8" (1420)
- Automotive and Equipment (1430)
 - a) Cleaning "8"
 - b) Repairs [Heavy Equipment] "8"
 - c) Repairs [Light Equipment] "9"
 - d) Sales/Rentals [Heavy Equipment] "9"
 - e) Sales/Rentals [Farm Equipment] "9"
- Construction Sales and Services "8" (1455)

2. Industrial Use Types

All permitted uses in the Industrial District (S88/EOM-1), provided that the development meets Site Plan and design review criteria for future use as a commercial site pursuant to the East Otay Mesa Site Planning and Design Guidelines.

**Uses Subject to a Major Use
Permit within Areas
Designated for Regional
Commercial**

1. Civic Use Types

- Administrative Services (1310)
- Ambulance Services (1315)
- Clinic Services (1320)
- Cultural Exhibits and Library Services (1330)
- Lodge, Fraternal and Civic Assembly (1348)
- Major Impact Services and Utilities (1350)
- Postal Services (1365)
- Religious Assembly (1370)

2. Commercial Use Types

- Automotive and Equipment (1430)

- a) Storage [Recreational Vehicles and Boats] Industrial
- Funeral and Internment Services (1485)
 - a) Cremating
- Participant Sports and Recreation (1505)
 - a) Outdoor
- Spectator Sports and Entertainment (1535)
 - a) Limited
 - b) General

**3.2.5 Rural Residential –
S88/EOM-4**

The Rural Residential Use District is intended for very low density residential use on land generally unsuitable for intensive development. Uses permitted within the Rural Residential District include those having a minimal impact on the natural and visual environment, or those compatible with the hazards, resources, or other restrictions on the property. Clustering of residential uses on areas most suitable for development is encouraged.

**Permitted Uses in Areas
Designated for Rural
Residential**

1. Residential Use Types

- Family Residential (1260)

2. Civic Use Types

- Essential Services (1335)
- Fire Protection Services (1340)

**Uses Subject to a Minor Use
Permit within the Rural
Residential Areas**

1. Civic Use Types

- Minor Impact Utilities (1355)

Uses Subject to a Major Use Permit within the Areas Designated for Rural Residential

1. Civic Use Types

Community Recreation (1325)

Cultural Exhibits and Library Services (1330)

Major Impact Services and Utilities (1350)

2. Commercial Use Types

Participant Sports and Recreation: Outdoor (1505)

3.2.6 Sensitive Resource Area Regulations (“G” Designator) and Resource Conservation Plans

Specific Plan research has identified two types of environmentally sensitive resource areas: (1) Steep Slope Areas and (2) Biologically Sensitive Areas. In several areas within East Otay Mesa, the land has both steep slopes and biologically sensitive resources. In addition, during the preparation of the EIR, an area of potential vernal pool habitat was identified near the international border. In order to conserve these resources, they have been given a “G” Designator, see Figure 3-33, and are subject to the Sensitive Resource Area Regulations of the County Zoning Ordinance Section 5300 and following.

For those areas that only contain steep slopes, visual impacts to the proposed Otay Valley Regional Park and grading and erosion impacts are to be carefully reviewed and addressed. For those areas containing biological resources, the intent of

the Resource Conservation Plan is to provide mitigation as part of an overall regional program, such as, but not limited to, the Natural Communities Conservation Plan (NCCP), Multiple Species Conservation Plan (MSCP), Habitat Conservation Plan (HCP), or subregional habitat plan for conservation of coastal sage scrub gnatcatcher habitat located in the eastern foothill area.

Studies must fully and accurately assess the significance of the biological resources of the site based on the standards in effect at the time of the permitting action. For projects within the mima mound/potential vernal pool area, such studies must be based on field studies performed during an average rainfall season (seasonal and monthly totals) or a scientifically valid alternative approach (such as potentially, re-hydration of vernal pool soils). An alternative approach may be to survey such sites in conjunction with known high quality vernal pools to assay the adequacy of such studies with a known reference. In the areas of potential vernal pool habitat, the “G” Designator sensitive resources Site Plan review shall focus on consideration of vernal pool resources.

Submittal Requirements for Subdivision, Discretionary Permit, Site Plan, and Grading Plan Review

Applications for any development activity including clearing and grading parcels with a “G” Designator shall include an approved Resource Conservation Plan based on submitted requirements to be promulgated by the County. The Resource Conservation Plan shall include at a minimum the following information: the precise boundaries of biologically sensitive area(s), a description of the sensitive resources, a description of the impacts of proposed development, and a description of appropriate mitigation strategies.

Findings for Tentative Map Approvals in Areas with “G” Designators

In addition to required findings for subdivision approval under the Subdivision Ordinance, the following finding shall be made:

A Resource Conservation Plan must be approved to mitigate impacts of the proposed subdivision application by the County.

Findings for Site Plan Approval for Areas with “G” Designator

In addition to required Site Plan findings to comply with the Sensitive Resource Area Regulations in the Zoning Ordinance for parcels with a “G” Designator, the County shall approve a Resource Conservation Plan to mitigate impacts of the proposed Site Plan by the County.

3.2.7 Community Design Review Area Regulations (“B” Designator) and Site Planning and Design Guidelines

In order to ensure that the East Otay Mesa Specific Plan Area is developed as a high quality international industrial and business center, the entire Specific Plan Area, with the exception of rural residential district, shall have a “B” Designator and conform to the Community Design Review Regulations contained in the County Zoning Ordinance.

Site Planning and Design Guidelines

The East Otay Mesa Site Planning and Design Guidelines, under separate cover, shall serve as the design criteria for review for industrial and commercial uses.

3.3 Development Standards

The intent of development standards is to establish basic quantifiable criteria for site development and building size. These standards establish a maximum level of development intensity. Any waiver or modification of these development standards requires a variance in accordance with the County Zoning Ordinance.

3.3.1 Basic Development Standards

The Zoning Boxes in Table 3-4 list the development standards in the standard County format.

3.3.2 Setback Standards

Industrial and Commercial Development

Setback Requirements: Setback requirements are as follows for all industrial and commercial development:

Street Yard Setbacks	
Prime Arterial	35 feet
Major Road	35 feet
Collector or Less	25 feet
Interior Yard Setback	15 feet

Table 3-4
Zoning Boxes

<i>Mixed Industrial</i>		<i>Mixed Industrial - Sensitive Resources</i>	
Use Regulations	S88	Use Regulations	S88
Animal Regulations	-	Animal Regulations	-
Density	0.00	Density	0.00
Lot Size	30,000	Lot Size	30,000
Building Type	W	Building Type	W
Maximum Floor Area	-	Maximum Floor Area	-
Floor Area Ratio	.40	Floor Area Ratio	.40
Height	Q	Height	Q
Coverage	.40	Coverage	.40
Setback	V ³	Setback	V ³
Usable Open Space	-	Usable Open Space	-
Special Area Regulations	B ¹	Special Area Regulations	B ¹ , G ²

<i>Regional Commercial</i>		<i>Rural Residential</i>	
Use Regulations	S88	Use Regulations	S88
Animal Regulations	-	Animal Regulations	A
Density	0.00	Density	0.05
Lot Size	30,000	Lot Size	20 Acres
Building Type	W	Building Type	B
Maximum Floor Area	-	Maximum Floor Area	-
Floor Area Ratio	.25	Floor Area Ratio	-
Height	Q	Height	C
Coverage	.25	Coverage	-
Setback	V ³	Setback	C
Usable Open Space	-	Usable Open Space	-
Special Area Regulations	B ¹	Special Area Regulations	G ²

<i>District Commercial</i>	
Use Regulations	S88
Animal Regulations	-
Density	0.00
Lot Size	10,000
Building Type	W
Maximum Floor Area	-
Floor Area Ratio	.25
Height	Q
Coverage	.25
Setback	V ³
Usable Open Space	-
Special Area Regulations	B ¹

Legend

B¹ Community Design Review Area Regulations

G² Sensitive Area Resource Regulations

V³ Setbacks Established in Specific Plan

Street yard setbacks shall be measured from the roadway right-of-way line, and interior setbacks shall be measured from the property line or reciprocal roadway easement boundary.

Landscaping Required: All street yard setback areas in industrial and commercial areas shall be used exclusively for landscaping, pavement and sidewalks. The following structures and improvements are permitted within these landscaped areas bordering streets:

1. Roof overhangs and balconies as permitted by the Zoning Ordinance
2. Steps, walks, and benches or other seating
3. Uncovered patios and plazas
4. Fences, screens and walls, which shall not exceed 42 inches in height if within the front or exterior side street setbacks.
5. Fences, screens and walls, which shall not exceed 8 feet in height in the rear yard setback adjoining the international border.
6. Landscaping
7. On-grade planters, 3 feet or less in height
8. Monument signs, 6 feet or less in height, identifying the owner or tenant.

For all interior yard setback areas, there must be landscaping within 6 feet of any side or rear property line.

3.3.3 Usable Open Space Standards

In industrial and commercial districts usable open space shall be provided for passive or active recreation use by building occupants and/or customers.

For all industrial and commercial parcels subject to the "B" Designator, usable open space shall be provided as specified in the approved Site Plan pursuant to the Community Design Review Regulations of the Zoning Ordinance.

Minimum Dimension

An area of contiguous open space shall be provided as specified in the approved "B" Designator Site Plan.

3.3.4 Enclosure Matrix

The enclosures which are permitted, permitted subject to a minor use permit, permitted subject to a major use permit, and permitted subject to a site plan are set forth in the enclosure matrix. If the use regulation require a major or minor use permit to authorize a specific use, a site plan is not required to address enclosure regulations if required in the enclosure matrix provided that the use permit covers the necessary review that would have been provided under a site plan. This matrix and supplemental limitations 8, 9, and 12 of Section 2980 regulate the enclosure of permitted uses.

Use	Civic			Commercial			Industrial		
	Enclosure*	Open	Drive In	Enclosure*	Open	Drive In	Enclosure*	Open	Drive In
Mixed Industrial	P	S	S	P	S	S	P	S	
District Commercial	P	S	S	P	S	S	P	S	
Regional Commercial	P	S	S	P	S	S	P	M	
Rural Residential	P	m							

Legend

P Permitted

m Permitted by Minor Use Permit

M Permitted by Major Use Permit

S Permitted by Site Plan

*Enclosure with walls and or doors on all sides without roof same as enclosed

3.3.5 Lot Width and Depth Standards

Use	Lot Width	Lot Depth
Mixed Industrial	100	50
Mixed Industrial with Support Commercial	65	65
District Commercial	100	100
Regional Commercial	100	100
Rural Residential	NA	NA

3.3.6 *Parking Standards*

Adequate off-street parking shall be provided to accommodate all parking needs for employees, visitors, patrons and company vehicles on the lot. The intent of this provision is to eliminate the need for any on-street parking. If parking requirements increase as a result of a change in use or number of employees, additional off-street parking shall be provided. The only exception to the Parking Standards below is with regard to reduction of parking requirements for MTDB Light Rail Transit right-of-way reservation.

Required Parking and Bicycle Spaces

All premises used for one or more of the permitted uses shall be provided with minimum off-street parking accommodations on the same premises or on a lot or premises lying within 500 feet horizontal distance from the premises on which the permitted use or uses are located, as follows:

Storage and Warehouse Uses

- 1 space per 1,000 square feet of gross floor area (SF/GFA)
- 1 bicycle space for every 10 parking spaces, but not less than 3 spaces

Industrial Uses

- 50,000 gross square feet or less
3 spaces per 1,000 SF/GFA
- 50,000 to 100,000 gross square feet
2.5 spaces per 1,000 SF/GFA
- 100,000 gross square feet or more
2 spaces per 1,000 SF/GFA
- 1 bicycle space for every 10 parking spaces

*Regional and District Commercial Uses **

- 25,000 gross square feet or less
5 spaces per 1,000 SF/GFA
1.5 bicycle spaces for every 10 parking spaces
- 25,000 to 250,000 gross square feet
4.5 spaces per 1,000 SF/GFA
1.5 bicycle spaces for every 10 parking spaces
- Over 250,000 gross square feet
4 spaces per 1,000 SF/GFA
1 bicycle space for every 10 parking spaces

*Support Commercial**

- 3.3 spaces per 1,000 SF/GFA
- 4 spaces per 1,000 SF/GFA
- 1 bicycle space for every 10 parking spaces

*When more than 10 percent of the gross floor area is devoted to eating and drinking establishments, the parking requirements are as follows:

- 10-25 percent: 10 spaces per 1,000 SF/GFA.
- Over 25 percent: 12 spaces per 1,000 SF/GFA.

All other uses described in the Specific Plan shall require parking as set forth in the Zoning Ordinance.

3.3.7 *Special Requirements for Residential Development*

Clustered Development

Clustering is a development technique in which ~~buildings or lots are grouped or "clustered"~~ through an on-site transfer of density rather than distributed evenly throughout the project site. It is intended that smaller lots be clustered on the portions of the site which are less steep and which contain less sensitive biological resources. The policy basis for cluster development is found in the Regional Land Use Element Policies 1.55, 1.3 and 1.4. Clustered development shall be implemented in accordance with Section 5800 of The Zoning Ordinance.

Clustered development is strongly encouraged in the Rural Residential Area. The total number of building lots or dwelling units in a cluster development shall not exceed the number which is allowed by the applicable land use designation and zoning. In addition, the following requirements apply and supersede development standards contained in the zoning box:

Setbacks: Setbacks will be established during the site plan review process.

Minimum Open Space: At least 40 percent of the project must be in a permanent open space.

Minimum Parcel Size: The minimum parcel size is 20,000 square feet; however, clustered development may occur on smaller lots.

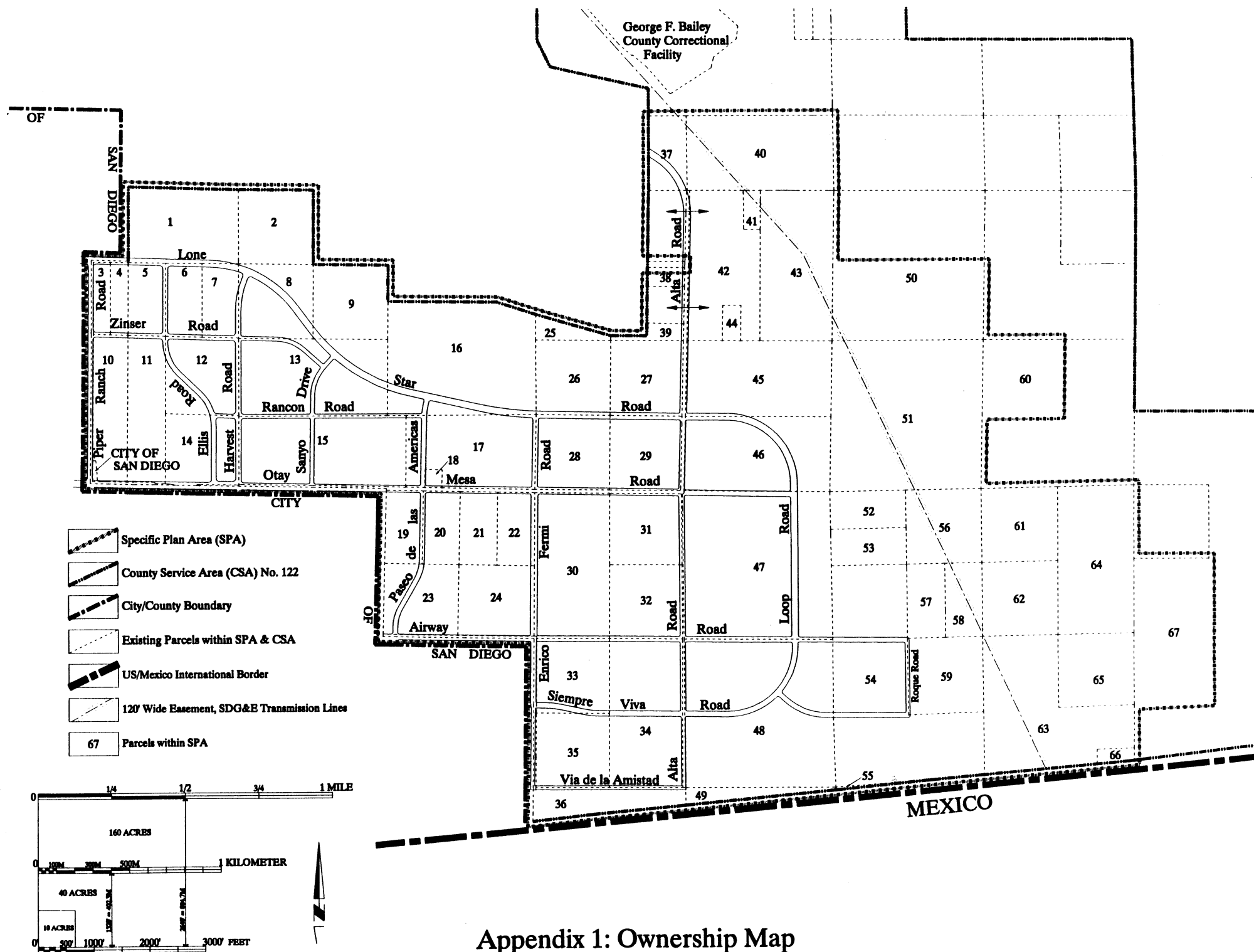
One Unit Per Lot: No more than one dwelling unit, along with permitted accessory structures and uses, shall be permitted on any lot in a cluster development.

3.3.8 *Special Requirements for Regional Commercial Development*

Pursuant to Section 5800 of the County Zoning Ordinance, Regional Commercial development proposals may be submitted as Planned Development applications. As part of the planned commercial development, the applicant may be allowed to redistribute allowable Floor Area Ratio (FAR) on the entire Planned Development parcel and exceed the maximum lot coverage, provided the development does not exceed the maximum trip rate of 400 trips per acre for the entire parcel. Transportation Planning staff from DPLU will review applications for the type of use, trip generation rate, and traffic impacts. Should all of the proposed uses on a site exceed the 400 trips per acre average trip generation rate, additional evaluation will take place and traffic studies may be required with conditions imposed to mitigate the additional traffic load.

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Appendices



Appendix 1:

Land Ownership

Number	Owner Name	Parcel Number	Size (Acres)
1	Baldwin Vista Association	646-070-32	58.64
2	Struthers/Struthers/F. Arman	646-080-15	40.76
3	Egger	646-070-15	9.77
4	Margain	646-070-16	9.77
5	Security Title Insurance Company	646-070-07	19.54
6	Pauter/Pauter/Pauter	646-070-24	19.66
7	Rinick	646-070-23	18.75
8	Zinser-Furby Inc.	646-080-14	39.72
9	Rancon Development	646-080-05	40.00
10	Shangun	646-240-31	39.60
11	Shangun	646-240-28	39.88
12	Rancon Development	646-240-30	39.28
13	Rancon Development	646-080-04	79.09
14	Ellis/Ellis/Ellis/Canas	646-240-29	38.94
15	Rancon Development	646-080-08	87.42
16	Rancho De La Fuente	646-080-17	117.81
17	Wetmore	646-080-11	66.74
18	Campbell	646-080-12	2.29
19	Roll	646-130-39	19.79
20	Roll	646-130-40	19.82
21	Roll	646-130-41	19.85
22	Roll	646-130-42	19.88
23	Buckley/Bosley/Koetz	646-130-26	40.59
24	Otay Mesa Investors	646-130-27	40.71
25	Rancho De La Fuente	648-040-25	7.79
26	Rancho Vista Del Mar	648-040-20	40.00
27	Sarata/Nannoshi/Awdo/Janna	648-040-11	39.09
28	Winick	648-040-14	40.04
29	Fong/Franke/Lee	648-040-13	38.12
30	East Otay Mesa Association	648-070-09	81.93
31	Bradley/Present/Ellis Property Partnership	648-070-13	38.19
32	Yousit/Hana/Winick/Winick	648-070-14	39.09
33	San Diego Otay East Limited Partnership	648-070-15	42.23

Land Ownership (continued)

Number	Owner Name	Parcel Number	Size (Acres)
34	Hawano Corporation	648-070-17	78.17
35	Abele/Alexander/Alexander	648-070-16	41.52
36	Mesa 45	648-070-07	29.68
37	D & D	648-011-03	19.85
38	Rancho De La Fuente	648-040-27	4.41
39	Rancho Vista Del Mar	648-040-23	6.34
40	Rancho De La Fuente	648-011-02	79.50
41	Rancho Vista Del Mar	648-040-15	4.78
42	Rancho De La Fuente	648-040-28	93.43
43	Rancho Vista Del Mar	648-040-16	80.00
44	Rancho Vista Del Mar	648-040-17	5.00
45	Rancho Vista Del Mar	648-040-22	79.09
46	Bieri-Otay Limited Partner	648-040-21	79.09
47	Najera/Awad/Aldana	648-070-03	158.79
48	Rosas	648-070-04	160.00
49	Mesa 45	648-070-08	49.00
50	Rancho De La Fuente	648-050-04	80.00
51	Rancho Vista Del Mar	648-050-03	160.00
52	Rancho Vista Del Mar	648-080-13	20.00
53	Rancho Vista Del Mar	648-080-14	20.00
54	Najera/Awad/Aldana	648-080-04	159.98
55	Mesa 45	648-080-06	3.52
56	Rancho Vista Del Mar	648-080-15	40.00
57	Rancho Vista Del Mar	648-080-16	20.00
58	Rancho Vista Del Mar	648-080-17	20.00
59	Rancho Vista Del Mar	648-080-18	40.00
60	Rancho Vista Del Mar	648-050-04	40.00
61	Rancho Vista Del Mar	648-080-02	40.00
62	Rancho Vista Del Mar	648-080-08	40.00
63	Rancho Vista Del Mar	648-080-12	89.00
64	OTVSD	648-080-09	80.00
65	OTVSD	648-080-10	40.00
66	Rancho Vista Del Mar	648-080-05	3.25
67	Rancho Vista Del Mar	648-080-04	80.00
TOTAL			3,239.18

Note: Does not include public Right-of-way

Source: County Assessor's Maps

Appendix 2: List of Parcels with Archaeological Testing Clearance

Administrative Procedures For Mitigation of Impacts to Cultural Resource Sites

The 3,300 acres of the East Otay Mesa Specific Planning Area have been subject to intensive archaeological and historical resource surface surveys. Evaluation conducted by Ogden Environmental in April 1993 included a complete survey of previously un-surveyed areas, spot checking of some areas previously surveyed, and examination of the project site for historic resources.

Approximately 1,900 acres of the 3,300 Specific Planning Area had been previously surveyed and did not require re-survey; about 400 acres that had been previously surveyed were spot checked in the field. About 1,000 acres of the Specific Plan Area required some type of investigation. Of these, 600 acres were intensively surveyed for this project. The remaining 400 acres could not be surveyed because of dense brush or agricultural growth; these areas will require future survey and evaluation. There were 46 previously recorded sites within the overall Specific Planning Area, and 24 previously unrecorded sites were identified as a result of the present survey.

For purposes of this project, all untested or unevaluated cultural resource sites are considered

as important resources (Page 4.4-17, Draft Environmental Impact Report). Later, based on the results of testing, the resources will be determined as either important or not important. Testing of all untested or unevaluated sites will be conducted prior to approval of subsequent discretionary permits. Sites determined to be important after the testing phase will be preserved in permanent open space easements, or will be subject to additional testing, or both. Impacts to sites determined not to be important will be considered to be adequately mitigated after the testing phase.

The following Administrative Procedures outline the necessary steps to be taken at the discretionary level of review:

1. The first stage will be the field survey of the 400 acres of the Specific Planning Area not yet surveyed due to previous crop production in this area. These areas are located in the central portion of the Specific Plan Area, and are identified in Figure 4 of the East Otay Mesa Specific Plan Cultural Resources Technical Report, dated November 1993, prepared by Ogden Environmental. They are also identified in Figure 4.4-2 of the East Otay Mesa Specific Plan Draft Environmental Impact Report, dated October 1993.

The surveys to be conducted must be consistent with the County of San Diego Archaeological/Historical Report Procedures, and must be completed for any parcel (s) prior to approval of any discretionary permits for those properties as a requirement of the East Otay Mesa Specific Plan. If this area is in agricultural production, the survey can only be conducted once the fields have been cleared and crop production has ceased. These areas include Assessor Parcel Numbers 648-040-20, 648-020-11, 648-040-14, 648-040-13, 648-040-22 and 648-040-21.

2. Stage 2 will be the determination of site importance and boundary testing for each resource identified within a proposed project, to include sites discovered during the survey of the 400 acres not yet surveyed. As identified above, all untested or unevaluated cultural resources sites are considered as important resources. Therefore, when discretionary projects are proposed, some level of testing of known and yet to be identified cultural resource sites will be required. The level of testing required will be determined on a case-by-case basis. Portions of individual sites where testing has been conducted and mitigation has been achieved are identified at the end of this Appendix.
3. Following completion of Stage 2 above, those sites that are found to be non-unique, and thus, not significant, will require no further analysis, and impacts will have been mitigated.

For sites determined to be important resources, alternate means of achieving miti-

gation will be pursued. These include, but are not limited to, the following: 1) Site avoidance by preservation through capping the site with a layer of sterile fill, and placing landscaping on top; 2) Dedication of open space easements to protect resources; 3) Additional data recovery through implementation of an excavation and analysis program; 4) A combination of one or more of the above measures.

Any additional survey, testing, or excavation and analysis must be conducted by a qualified archaeologist, as defined in the San Diego County Archaeological /Historical Report Procedures. Work to be conducted will include the field work, literature review, analysis of artifacts, and the preparation of a report to describe the results of the testing program. Prior to any field work, research designs must be prepared to address the relevant research questions and work to be conducted.

Site preservation is the preferred mitigation measure for cultural resources. Site preservation is typically achieved through any combination of methods, including the dedication of open space easements, preservation through capping, and additional data recovery to determine site boundaries. Future archaeological mitigation programs shall also be conducted in accordance with the East Otay Mesa Cultural Resource Management Plan, prepared by Ogden Environmental and Gallegos Associates, dated October 1993.

4. Additional cultural resource surveys and/or testing will be required for sites located in the following Assessor Parcel Numbers:

646-070-32, 646-070-15, 646-070-16, 646-070-07, 646-070-24, 646-070-23, 646-240-31, 646-240-28, 646-240-30, 646-080-17, 646-080-11, 646-130-41, 646-130-26, 646-130-27, 648-040-25, 648-040-20, 648-040-11, 648-040-14, 648-040-13, 648-070-09, 648-070-14, 648-070-15, 648-070-17, 648-070-16, 648-070-07, 648-011-03, 648-040-27, 648-040-23, 648-011-02, 648-040-15, 648-040-28, 648-040-16, 648-040-17, 648-040-22, 648-040-21, 648-070-

03, 648-070-04, 648-070-08, 648-050-04, 648-050-03, 648-080-04, 648-080-16, 648-080-18, 648-050-04, 648-080-08, 648-080-12, 648-080-09, 648-080-10, 648-080-05, 648-080-04.

5. Portions of some cultural resource sites have been tested for significance, and reports have been prepared by consultants and have been reviewed by the County of San Diego. Based on the results of those tests, impacts to the following cultural resource sites have been mitigated, and no additional testing will be required:

<u>Site Number</u>	<u>Present Owner</u>	<u>Assessor Parcel No.</u>	<u>Tested</u>	<u>Mitigation Achieved</u>
SDi-5325 & SDi-12730	Rancon Development	646-080-05 646-080-04 646-080-08	Yes - Both Sites	SDi-5352-yes SDi-12730 - not mitigated
SDi-10067 SDi-12880 SDi-12881	Carl Roll	646-130-42	Yes - All Sites	Yes - All Sites
SDi-5352	Struther's Trust #3	646-080-15	Yes	Yes
SDi-5352	Zinser-Furby	646-080-14	Yes	Yes
SDi-5352	George Ellis	646-240-29	Yes	Yes

Copies of any of the above referenced reports can be found at the offices of the County of San Diego, Department of Planning and Land Use, 5201 Ruffin Road, Suite B, San Diego, California 92123. Please call Project Processing at (619) 694-3291 for access to information in the reports.

Appendix 3:

Glossary of Terms and Acronyms

Refer to the Planning and Zoning Code for other definitions not included in this list.

CDRB - Community Design Review Board.

CSA - County Service Area.

Floor Area Ratio (FAR) - The ratio of total enclosed building area at and above grade to the area of the site. The FAR is an indication of the intensity of development; as such, it identifies the upper limit of building space permissible on a given lot.

Frontage - The length of any one property line of a premise, which property line abuts a legally accessible street right-of-way.

Gross Acres - The total amount of acreage of a land parcel, land use district, etc.

Gross Floor Area - The area included within the surrounding walls of a building plus any roofed, partially roofed or open area customarily used for display or business operations. Interior open court may be exempt if not used for display or business operations.

ISTEA - Intermodal Surface Transportation Efficiency Act.

LAFCO - Local Agency Formation Commission.

Level of Service - The Level of Service is used to describe the operation of an intersection. Ratings of level of service range from A, representing free flow conditions, to F, representing extreme congestion. Each rating is based upon the ratio of the volume of traffic in the intersection at a given time to the maximum capacity of the intersection. The intersection capacity is the number of cars which can use the intersection in an hour.

Local Improvement District - A Local Improvement District is used as a generic term which applies to financing available pursuant to formation of an Assessment District (1911-1913-1915 Improvement Acts), or a Community Facilities District (1982 Mello Roos Community Facility Act).

Maquiladora or Twin Plant Program - The Maquiladora or Twin Plant Program, initiated by the Mexican government in 1965, allows U.S. companies to manufacture in a trade zone in Mexico along the international border. Relaxed tariffs and low cost labor are the benefits of the program to U.S. companies. Correspondingly, Maquiladora trade is the second greatest income generator in Mexico today. Since its inception, Maquiladoras have expanded to over 900 in operation today.

Metro - San Diego Metropolitan Sewage System.

MTDB - Metropolitan Transit Development Board.

NAFTA - North American Free Trade Agreement.

Net Acres - The total developable acres of a land parcel, land use district, etc., equivalent to gross acres minus land for roadway right-of-way and public facilities.

Residential Density - A measure of housing expressed in dwelling units per acre (du/ac).

RFPD - Rural Fire Protection District.

SANDAG - San Diego Association of Governments.

SPA - East Otay Mesa Specific Plan Area.

Setback - A horizontal separation between a vertical element and a property line. Setbacks occur at street level.

SF/GFA - Square Feet of Gross Floor Area.

Usable Public Open Space - Those usable spaces accessible by the general public.

Vernal Pools - Vernal pools consist of slight depressions in soil, sometimes created between mima mounds, that are natural spring-rain accumulations of water which provide unique habitats for a wide range of plant and wildlife species. Four of these species are listed by the Federal government as endangered or threatened and may occur within the Specific Plan Area. Vernal Pool habitats are considered very rare and highly sensitive habitats because the vast majority of them have been destroyed for urban uses.

Appendix 4:

Acknowledgements

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